

Volume 20

GLOBE 3/20/30

CITIES PROTEST ON GOVERNOR-SQ BILL

Object to Taxes For "Boston Traffic Problem" — Officials Explain Subway Extension

The bill to extend the Boylston-st subway under Governor sq to a point on Beacon st just east of the railroad bridge and to a point on Commonwealth av opposite Temple Israel was heard by the Committee on Metropolitan Affairs, at the State House yesterday. The committee sat both morning and afternoon and listened not only to those who favored the bill but also to the representatives of several of the municipalities who opposed the legislation.

The latter argued that the problem involved was one of traffic condition only and that the bill would establish a dangerous precedent in that it called on the outlying cities and towns to contribute to the maintenance of proper traffic within the limits of the city of Boston and also compelled the municipalities to be responsible for possible deficits in the operation of the subway.

On the latter point it was urged that even if the Boston Elevated were turned back to its owners for private operation, the various municipalities would still be liable for the deficit in operation.

Rackemann Proposes Ramps

Felix Rackemann, representing the town of Milton, said that the best method of relieving traffic conditions in Governor sq had not necessarily been found because the City of Boston, the trustees of the Boston Elevated Company, and the public trustees of that corporation had agreed on a plan

He proposed that the project be studied by competent engineers.

He suggested the construction of elevated ramps or other structures leading east from Brookline av, Beacon st and Commonwealth av, which would carry all of the east-bound traffic of those highways and thus leave on the surface at Governor sq only the west-bound traffic. Mr Rackemann expressed the opinion, which he said had been confirmed by competent persons, that his plan was feasible, and would wholly solve the traffic problem in the square at much less cost than a subway.

Silverman Explains Bill

"The morning session was occupied

by the friends of the bill. Representative Leo M. Birmingham of Boston asked for favorable action on it; he said the proposed improvement was necessary.

Corporation Counsel Samuel Silverman, representing Mayor Curley, spoke at length. He said the bill came out of a conference committee consisting of himself, Frederick E. Snow, representing the directors of the Elevated, and H. Ware Barnum, counsel for the public trustees of the road. Mr Silverman said the cost of the extension had been estimated at \$3,000,000 and the expense would be met by bonds of the city of Boston, which would contract with the company for an annual rental of not less than 4½ percent.

Any deficit in the earnings of the road would be met by the cities and towns in the Metropolitan Transit District, which includes the cities and towns served by the company. Apparently there is no provision for the reimbursement of the cities and towns.

Representative Luke D. Mullen of Boston asked Mr Silverman and other proponents of the bill why, in accordance with the act of last year, the bill had not been referred to the Metropolitan Council which had been established to pass on extensions of the system. Mr Silverman answered that that step would only cause delay.

Henry I. Harriman, chairman of the public trustees of the road, said the trustees believed that the improvement in Governor sq should be brought about even if no other is undertaken and that the extension should be built so that further additions may be made if and when they seem necessary. He said the trustees have considered various extensions. Like Mr Silverman, Mr Harriman did not believe the bill need be submitted to the Metropolitan Council.

Harriman on "L" Depreciation

In reply to questions from members of the committee, Mr Harriman digressed and spoke about the depreciation account of the Boston Elevated. He said the trustees had probably been criticised more about that item than about anything else, that in his opinion the depreciation charges had not been larger than a private business would make, and that the trustees would welcome an annual audit by the Department of Public Utilities.

Claude L. Allen, representing the Boston Chamber of Commerce, recorded that organization in favor of the bill, and Representative James J. Twohig urged the committee to report favorably on the measure.

Cities and Towns Object

The representatives of the outlying cities and towns, who spoke in the afternoon, said they did not object to the financial features of the bill; they were willing to pay their share if called on to do so, but they thought the proposed legislation would set up a dangerous precedent in that it called on other communities to pay, not for rapid transit, but for better traffic conditions in Boston.

Joseph W. Bartlett, city solicitor of Newton, expressed the sentiment outlined above. He was fearful also of the obligation placed on the other cities and towns, no matter who might control the Elevated, in the future.

So far as he could see, the only reason for the attempt to hurry the bill through was the desire to get that particular provision into law without referring it to the Metropolitan District Council, which had been set up to consider just such matters.

Wait for Vote, Says Taylor

Amos L. Taylor, town counsel for Belmont, agreed with Mr Bartlett. Mr Taylor said his town made no complaint about the financial burden placed on it under the bill; that was inconsiderable and would cause no trouble. He did object, however, to the principles involved in the proposed act and argued that it would be wise to wait until the voters in the new transportation district had expressed their opinion as to the future ownership of the Boston Elevated.

Mr Taylor said that if the bill were to pass it should at least contain a provision for repayment of the contributions made by the cities and towns if the revenues of the Elevated made it possible at some subsequent time.

Chelsea to Pay Within Reason

Mr Rackemann said that it did not follow that a plan was the best one because it had been approved by "the big three." He stated that Milton also had no particular fault to find with the financial contribution asked of it in the bill, but was opposed to the principle involved. Mr Rackemann then asked for further study of the general problem in Governor sq, and modestly offered his plan for an elevated structure which would keep all of the west-bound surface traffic out of the square and leave it open only for eastbound traffic.

Representative Frank D. Crowley of Chelsea said his city was willing to contribute within reason to any deficit which might arise from the operation of the proposed subway extension.

AMERICAN 3/20/30

HUB LEADERS TO HONOR VALERA

Governor Allen and Mayor Curley will attend the public reception next Sunday night in Symphony Hall in honor of Eamon de Valera, Irish leader. A special music program is being arranged by Mr. and Mrs. Edward E. Sullivan.

ACTS TO FREE MAYOR FROM CIVIL SERVICE

House Engrosses Bill—
Steel Trap Bill Lost

Book Censorship Measure Advanced
to the Enactment Stage

The Massachusetts House of Representatives, without division or debate, passed to be engrossed yesterday the bill repealing the present law requiring the approval by the Civil Service Commission of appointments made by the Mayor of Boston.

By a vote of 167 to 48, on a rollcall, the House refused to pass to be enacted the bill, based on an initiative petition, forbidding the use of steel traps for the capture of wild animals in this State. Last Thursday the

Senate refused to pass the bill to be enacted. The petitioners may, by obtaining 5000 signatures in addition to the 20,000 already filed, have the question of accepting this piece of legislation placed before the voters at the next State election.

Fears Animals' Extinction

Representative Dussault of Fall River declared that the effectiveness of the steel traps jeopardizes the whole trapping industry through extinction of fur-bearing animals. The question of keeping down vermin, he said, had been greatly exaggerated.

In the opinion of Representative Knowles of Easton most of the trapped animals prey on stock of the farmer and the trap is the most effective weapon against them. It is a matter of self-protection of the agricultural interests, he said.

In opposing the bill Representative Dean of Chilmark said no other State has such a law. The Department of Agriculture, the Farm Bureau and the farmers are opposed to the bill, he declared.

Representative Smith of Concord said he believed that passage of the bill would develop a humane trap.

"Would End Fur Industry"

Declaring that more than 20 sportsmen had come to him and urged abolition of the steel trap, Representative Gray of Swansea said that the State Granges have not individually declared against the bill. Representative Williams of Wellesley had stated that the Grange, fruit growers and fish and game associations were against the bill.

Representative McCarthy of Rockland opposed the measure and said that it would put the fur industry out of business.

The bill was favored by Representative Keating of Fall River and opposed by Representatives Perry of Brewster, Otis of Pittsfield and McCulloch of Adams.

Debate Censorship Penalties

The House by a voice vote passed to be engrossed the book censorship bill which forbids the sale and distribution of any book that is impure. Before that action was taken the House rejected an amendment offered by Representative Brookings of Gloucester. According to the Representative, the bill at present reduces the penalty for second and later offences. The amendment which she offered would retain the present penalties. The amendment was opposed by Representative Spear of Everett.

Representative Bell of Somerville urged that the bill providing for vaccination of children attending private schools be ordered to a third reading, and this was done. It is expected that on the next stage the matter will be debated at length.

Public Landing Places

The House ordered to a third reading the bill to authorize cities and towns to expend money for public landing places.

Reference to the next annual session was voted on the bill to authorize Springfield to pension its employees.

By a rising vote of 62 to 30 the House refused to substitute for an adverse committee report the bill providing that watchmen be allowed one day off in seven.

The House passed to be engrossed and sent to the Senate under a suspension of the rules the bill to authorize the town of Concord to borrow money to remodel the Town House for District Court purposes.

The resolve authorizing the State Department of Public Works to erect signs and markers on historic places was enacted.

OPINIONS CONFLICT ON "DEAD" PARKING

Financial Interests Favor
Elimination Downtown

Retail Trade Representatives Are
Opposed to Proposed Ban

Financial district interests and retail trade interests opposed each other on the proposal to eliminate "dead" parking for automobiles in the downtown and Beacon Hill districts, at a public hearing before the Boston Traffic Commission at Police Headquarters yesterday. The matter was taken under advisement.

The recently organized street parking control committee, representing interests in the financial district, recommended the "dead" parking ban for a 90-day trial, while the Retail Trade Board was recorded in opposition.

The committee on street parking control was represented by Alexander Whiteside and Lothrop Withington, the latter also appearing as the representative of a West End garage.

"I think it quite reasonable to bar downtown parking altogether," Mr. Withington said. "For if you allow an hour's parking, folks will take advantage of it and park three or more hours. And if you allow even a five-minute privilege, they'll stretch it to a half hour."

Mr. Whiteside said elimination of "dead" parking would greatly simplify enforcement processes. B. Loring Young seconded Whiteside's argument.

Other proponents were J. S. Whitney, for Stone & Webster Corporation; E. H. Brehaut, R. W. Knowles, for Harris & Forbes; E. H. Kittredge, for Hornblower & Weeks; Frank W. Boyle, for Employers' Liability Insurance Corporation; William E. Stanwood, for Spencer, Trask & Co; W. J. McDonald, Leo Leary, Allen J. Wilson, for the Master Truckmen's Association, and A. Barry Bacon.

Chairman Daniel Bloomfield of the Chamber of Commerce Retail Trade Board and Thomas F. Lockney of Jordan Marsh Company led the opposition.

Mr. Lockney said: "The police are doing splendid work in enforcing the existing code of parking rules in the downtown section, so as to give a large measure of satisfaction to shoppers and business interests."

"I think it is clearly unreasonable to drive into a garage persons who can do their business in the downtown area within an hour, where the hour parking privilege in the highways is permitted."

Chairman Bloomfield, said: "The proposal of W. J. McDonald, garage interests and others to prohibit 'dead' parking is the most destructive proposal for traffic relief ever presented."

"It would destroy property values in the retail district by making property there less desirable. It will materially affect retail and wholesale business by making it more difficult for persons to transact business downtown."

CONSTRUCTION PLANS PLEASE MAYOR CURLEY

Mayor Curley gave out a statement yesterday expressing gratification at learning that the Boston Consolidated Gas Company and the New England Fuel and Transportation Company have made provisions for new construction which calls for the expenditure of more than \$6,500,000 and the employment of hundreds of men.

The statement in part says:

"The Gas Company proposed to lay over 144 miles of main pipe for supplying gas to the residents of Greater Boston District, and expects to start work at once."

"The New England Fuel Company proposes to construct three batteries and a total of 149 coke ovens of the most modern type at its plant in Everett."

"The Mystic Steamship Company, affiliated with the New England Fuel Company, will add two towboats to its fleet now operating in Boston Harbor."

CURLEY GIVES CLAGGETT FIRE BADGE FOR HEROISM

Mayor Curley yesterday presented Strabo V. Claggett, Boston broker and Democratic politician, a silver fire badge for heroism.

On Dec 14 Mr Claggett extinguished the flaming clothing of a workman employed in razing the old Federal Building. The silver badge was presented by Mayor Curley in City Hall in the presence of Fire Commissioner Edward F. McLaughlin.

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GOVERNOR PROPOSES GRAIN ELEVATOR PLAN

Asks Legislature to Study Increased Port Terminals

Would Locate at S. Boston—Aims at Recommendations This Session

Immediate study of the possibility of increasing the terminal facilities at the port of Boston, with a view to action at the present session of the Legislature, was recommended by Gov. Frank G. Allen in a special message to the Legislature yesterday. The Governor called attention to the suggestion that a modern grain elevator at South Boston would develop local commerce.

In his message the Governor says: "Adequate terminal facilities at the Port of Boston are an extreme essential if this important harbor is to enjoy in full its opportunities for development. In 1905 the grain shipments out of the Port of Boston totaled 17,344,754 bushels. In 1915, 10 years later (not a normal year due to the war), 16,695,447 bushels were exported. In 1920, the shipments had fallen to 6,057,742 bushels, and last year only 3,879,817 bushels were exported from this port, which represents a reduction in shipments of more than 13,000,000 bushels in a period of 25 years.

"It has been brought to my attention that a modern grain elevator at South Boston would contribute substantially to the expansion of commerce at this point.

"I recommend passage of legislation providing for an investigation and study of the question by the Boston port authority and the Department of Public Works. By acting promptly, it should be possible for these two boards to conduct an investigation and report during the present session to the Legislature, with recommendations for such legislation as they deem advisable."

The message was referred to the Committee on Metropolitan Affairs.

POWERFUL BEACON LIGHT IS SET UP AT AIRPORT

A revolving beacon with 1,800,000 candlepower, which can be seen approximately 75 miles, has been installed on the roof of the Municipal Building at the East Boston Airport. It cost about \$750.

The beacon has been installed beside the wind tee and will be a great aid to night flyers. It will throw a spread beam. 12 to 15 feet wide.

GOODWIN PROTESTS COURTYARD HIGHWAY

He Calls Plan Put Before Street Board "Ridiculous"

Advising the Boston Street Commissioners not to start accepting courtyards of apartment houses as public highways, Chairman Frank A. Goodwin of the Boston Finance Commission appeared before the Street Commissioners yesterday to oppose the petition of the New York Life Insurance Company for the acceptance as a public way of the courtyard adjoining Franklin Gardens, Humboldt av, Roxbury, asserting that the petition was "ridiculous."

It would be establishing a bad precedent to accept this courtyard, and the city would be committed to the maintenance of the courtyard, Mr. Goodwin said.

The hearing yesterday was the third on this proposition.

HERALD 3/20/30

TOWNS OPPOSE RAPID TRANSIT

Newton, Belmont and Mil- ton Hit Extension of Sub- way from Kenmore

RACKEMANN URGES ELEVATED INSTEAD

The proposed extension of the subway beyond Kenmore station encountered objection from communities outside the city proper yesterday afternoon at a hearing before the legislative committee on metropolitan affairs.

The discussion was produced by the co-operative bill agreed on by the city of Boston and the trustees and directors of the Elevated. It calls for an extension out Beacon street to a point near the railroad bridge and under Commonwealth avenue to a point approximately in front of the Temple Israel at an estimated cost of \$3,000,000.

The objections of the outlying communities had to do with the sharing of the expense of the construction which would be met by an issue of bonds by the city of Boston. The Elevated would pay an annual rental with the metropolitan transit district being liable for an assessment on the cities and towns comprising that body in the event of a deficit.

NEWTON OPPOSED

The city of Newton, represented by its city solicitor, Joseph W. Bartlett, while not objecting to the bill, does not

favor it on the ground that it may be an entering wedge for the beginning of a system of metropolitan rapid transit. Newton's position is that if the city placed itself on record in favor, all sections of the district in the future could rightfully ask Newton to favor improvements which might not be beneficial to Newton.

Bartlett contended that it is principally a traffic problem, a position likewise maintained by Amos L. Taylor, who appeared as counsel for the town of Belmont. Taylor said that action on the measure at this time would be "unfortunate and untimely" and urged that a delay be ordered until the voters determine the question of control of the system.

Felix A. Rackemann, counsel for the Milton selectmen, characterized the parties drawing up the bill as "the big three" who "evidently feel that if they could agree on the proposal the Legislature would be persuaded to pass it." He suggested that the tunnel be abandoned in favor of an overhead structure for inbound traffic, which would relieve the traffic congestion.

Mayor John J. Murphy of Somerville opposed it on the ground that the metropolitan district assessments are so heavy that the communities cannot provide proper school facilities. The imposition of a deficit tax, he held, would aggravate the situation.

SILVERMAN TESTIFIES

Corporation Counsel Silverman of Boston outlined the city's position in favor of the measure and described the financial arrangements which provide that the Elevated shall pay an annual rental of \$35,000. He contended that all outlying communities would benefit from the improvement because of the general use of the section by car riders and automobiles.

The Elevated trustees were placed on record as favoring the plan by Henry I. Harriman, chairman of the board. He advocated elasticity in the specifications for the improvement so that it would be possible to change plans if subsequent developments made a change desirable.

He disclosed that the trustees have received more criticism in connection with the depreciation account than from any other matter and that he would welcome an annual check by the department of public utilities on the account. He held that the company is not putting any more in the account than any other private business would.

The chamber of commerce was recorded in approval by Claude L. Allen, who discussed the intolerable situation in existence through traffic congestion at Governor square.

Representatives Leo Birmingham of Brighton and James J. Twohig of South Boston favored it.

ALLEN ASKS INQUIRY ON GRAIN SHIPMENTS

In a special message to the Legislature yesterday, Gov. Allen recommended prompt passage of legislation for an investigation and study by the Boston port authority and the state department of public works of means of providing adequate terminal facilities for grain shipments at the port.

The message is in fulfillment of a promise made recently to Mayor Curley, who suggested the erection under state direction of a grain elevator at South Boston with a capacity of 1,000,000 bushels.

DEMOCRAT RIFT OVER PLACES ON TICKET LOOMING

Candidates from Here
Want Everything Is Fear
From Other Sections

LOGAN, O'BRIEN TIEUP VIEWED AS MENACE

Curley, Lomasney Coali-
tion Breach with State
Committee Seen

Democrats outside Boston are revolt-
ing against obvious attempts of candi-
dates from this section to usurp the
desirable places on the party ticket
in the fall election. Already murmurs
of disapproval have been heard from
the western part of the state, while
Frank J. Donahue, the militant chair-
man of the state committee, has served
notice on the party leaders in Boston
that they must not enter into combina-
tions to establish slates of their own
composition.

Donahue is prepared to resist the
subterranean attempts of party leaders
in Boston to line up personal slates. He
is holding out firmly for a ticket that
will be geographically balanced in an
effort to consolidate the entire strength
of the party.

Friends of Lt.-Gen. Edward L. Logan,
prospective candidate for Governor, as
well as Donahue foresee disaster in the
efforts that are being made to tie Logan
up with the candidacy of former Dist.
Atty. Thomas C. O'Brien for the United
States Senate.

NEW ALLIANCE

O'Brien yesterday declared that he
holds in contempt any attempt to ob-
tain a racially balanced ticket and
pointed to the defeat of Gen. Charles
H. Cole for Governor in the last elec-
tion while Gov. Smith and Senator
Walsh were carrying the state as an
example of its futility.

The harmony that prevailed in the
1928 election combined with the gen-
eral optimism for Democratic success
on the wet issue has stimulated the
hopes of the Boston Democrats and
the natural result is that every pros-
pective candidate is eager to obtain a
place on the ticket in the hope that a
revolt against the Republicans will
sweep them into office.

This is the menace that Donahue is
fighting. It is feared that an open
breach is imminent between Mayor
Curley and Martin Lomasney on one
side and the state committee on the
other. Reports coming to the state
committee are to the extent that the

Curley-Lomasney coalition is working
on an alliance between O'Brien and
Logan, and this usurpation of leader-
ship is encountering protest.

Donahue has stopped just short of
accusing Curley of disloyalty. Recently
at the State House he was quoted as
having said: "Curley went down to the
chamber of commerce one night re-
cently and nominated Frank Allen for
governor." At the reception to Con-
gressman Granfield at Springfield two
weeks ago he protested vigorously
against a continuance in power of Bos-
ton leaders who have ruled for 40
years and said they must not be al-
lowed state control.

BOSTON CANDIDATES

Senatorial candidates mentioned from
the Boston district thus far have been
O'Brien, former Mayor Peters, Atty.
William G. Thompson and Frederick
W. Mansfield, while the contest for
Governor has attracted John F. Fitz-
gerald, Gen. Logan, John J. Cummings,
and Peters.

Logan is friendly with Lomasney and
also with Joseph B. Ely and it is natural
to expect that he would like to see Ely
have a place on the ticket, but the
Westfield Democrat thus far has de-
clined to discuss the possibility of his

candidacy for any one of the three lead-
ing places on the ticket.

Fitzgerald has said that he will have
the support of many leading members
of the party, but indications now are
that he will find many of his expected
supporters committed to the Logan
candidacy when the open warfare is
begun.

Logan does not like the prospect of
engaging in a hard fight for the nom-
ination, while Peters also would avoid
a sharp encounter. Fitzgerald has de-
clared in favor of a good fight as a
means of arousing interest, expressing
confidence that a united front could be
obtained for the election.

Marcus A. Coolidge was probably the
first of the prospective candidates for
the Senate. He comes from Fitchburg
and has many elements of strength, but
his one vulnerable point is the support
he gave William G. McAdoo against
Smith in the 1924 Democratic conven-
tion.

Representative Roland D. Sawyer of
Ware is anxious to see a big field in
the contest for the Senate because in
that event he sees a chance to steal
off with the nomination through a wide
division of strength.

Mayor May Soon Have Sole Power to Select Own Cabinet

The House of Representatives yester-
day passed to engrossment, without
even discussing it, the bill to strip the
state civil service commission of its
authority to confirm department heads
appointed by the mayor of Boston. This
extraordinary action was in vivid con-
trast to the stormy sessions which the
same measure had produced in pre-
vious sessions.

Read at Thursday's session, the bill
has taken its various readings without
objection. This action is interpreted
as indicative of the new era of good
feeling prevailing between the Legisla-
ture and the municipal government.
There is no opposition from the civil
service commission.

Repeated attempts to pass similar

legislation have been made for many
years. The authority to reject a mayor's
appointees was vested in the state
civil service commission with the adop-
tion of the amended city charter in
1909. Practically every mayor since
that year has engaged in controversy
with the commission on the subject.

Its enactment by the House now is
regarded as a foregone conclusion,
whence it will go to the Senate. Con-
current action there and approval by
Gov. Allen will give Curley and future
mayors the right to select their own
cabinets and if the bill becomes law it
is expected that Mayor Curley speedily
will take advantage of it to appoint
Joseph A. Conry as traffic commis-
sioner, an appointment rejected by the
state civil service commission last
month.

SAY SUPT. BURKE SURE TO REMAIN

Two Committee Members Dis-
count Probe in Advance

Dr. Jeremiah E. Burke, superintendent
of schools, is virtually certain of being
reappointed by the school committee
when his term expires next month.

Two of the five members of the com-
mittee are 100 per cent. for his re-
appointment as they do not believe

that the present investigation of the
finance commission will disclose any
serious indictment against his admin-
istration.

Two more are very friendly to the
proposal to continue the regime of Dr.
Burke, which, they believe, has been
one of the most efficient in the public
school annals of Boston. They intend
at present to await the outcome of the
inquiry being made into the school ex-
penditures before definitely announcing
their position.

A large number of the school teach-
ers have rallied to the defence of Dr.
Burke and openly avow that they will
hold protest meetings if any attempt is
made to oust him from office, which,
they say, he has administered efficient-
ly and on such a high plane that he is
the only logical man to succeed himself.

MERCHANTS HIT PARKING BAN

Bloomfield and Others Say
Measure Will Hurt Real
Estate Values

PROPOSENTS URGE TRIAL FOR 90 DAYS

Retail business in the downtown area, headed by Daniel Bloomfield, executive secretary of the retail trade board of the Boston Chamber of Commerce, vigorously opposed the proposal of William J. MacDonald, garage interests and others to create a closed area on dead parking of automobiles in the entire downtown district and Beacon Hill, at the hearing yesterday before the traffic commission.

The general contention of the opposition was that the proposed plan would not improve present traffic conditions, but would decrease the retail business and real estate values in the area.

Acting Traffic Commissioner Thomas F. Sullivan presided at the hearing, which was held in the seventh-floor hearing room at police headquarters. Sitting with the acting commissioner were Park Commissioner William P. Long, Police Commissioner Herbert A. Wilson, Chairman Thomas J. Hurley of the street commission and Public Works Commissioner Joseph A. Rourke.

"DESTRUCTIVE PROPOSAL"

Secretary Bloomfield termed the proposal of banning dead parking in the entire downtown area as the most destructive proposal for traffic relief ever presented.

The plan would provide for live parking, that is, parking only when a licensed operator is at the wheel, anywhere and for any length of time in the district.

Mr. Bloomfield said:

It will destroy property values in the section by making property there less desirable. It will materially affect retail and wholesale business by making it more difficult for people to transact business downtown. It will materially affect the prosperity of the city through loss of revenues from the district whose business and property will be affected by the plan. The heart of a metropolitan city's prosperity is its retail business. The retail part of downtown business amounts to over \$300,000,000 annually. Over 15,000 people are directly employed.

The plan provides no real remedy for traffic problems. It is a worse evil than the thing it aims to cure. Dr. McClintock, on page 187 of his traffic survey of Bos-

ton says, "The only justification for any regulation of parking is to be found in anticipated benefits to business."

No benefits to downtown business nor to the public will result from this drastic plan.

The plan ignores the rights, not only of the business houses in the retail district who represent a very substantial portion of the taxes paid the city, but of the great many people who constitute the shopping public. It discriminates against the car owner who has no chauffeur. It is class legislation that is grossly unfair.

Why do those behind the present proposal draw the line at Arlington street? Why don't they take the entire city, including Massachusetts avenue, Huntington avenue, Newbury street and the others? Conditions on these streets are obvious to the casual observer.

The plan to allow "live" parking would mean that all of our present important streets, like Washington street, where no parking is allowed on either side of the street, would be turned into taxicab stands and parking spaces for the chauffeur-driven passenger cars. Can you call this a carefully thought out plan for relief of congestion?

We have a sensible time limit system of parking. Why tamper with it instead of getting after the hogs who park their cars all day on streets in defiance of all regulations?

Thomas F. Lockley, director of Jordan Marsh Company, opposed any change in the parking regulations of the retail store district. He suggested the retail parking in 1922, he said, and one-hour parking had remained in vogue since. The police he declared were doing excellent work.

A. Barry Bacon, vice-president of Chandler & Co., declared that he felt Boston had very good parking regulations in the retail district and went on record as against any parking ban.

E. J. Brehaut and S. O. Ferguson also spoke.

Lothrop Withington, counsel for the taxicab and truck interests, in favor of the plan, asserted that those opposed to the parking ban were those most

particular to see that the fronts of their properties were kept clear.

"There is no question but this plan has got to come some time," he continued. "It is a method of keeping front doors clean so patrons may come and go to our places of business."

In response to questions, he said he was not favorable to anything as radical as banning of all parking in the proposed areas, but suggested that the local districts should be studied and businesses also in order to find out to what extent parking can be permitted in these areas. He recalled several streets within the business area in which dead parking was already banned and declared traffic conditions had been improved and the bordering properties made more safe from fire hazard. He thought there was no question but dead parking should be prohibited in the financial district.

Alexander Whiteside, also counsel for taxicab and truck owners, said stores should be treated very considerately, but added he could not help but feel that business in the last 30 years had opposed nearly everything proposed by the traffic commission for traffic betterment.

In reply to this statement, Secretary Bloomfield cited 16 projects recommended by the traffic commission which the retail stores had favored.

Atty. Whiteside called attention to the improvement of conditions in Federal street as the result of banning dead parking. Today the street is a thoroughfare and not a side street, he declared.

"There is a better chance for the fire department to operate, for pedestrians, traffic, deliveries and mails," he declared. "The whole business of the city would go on better under this plan."

Mr. MacDonald, representing garage interests at 260 Tremont street, said the people have to pay for widening the streets to find them blocked with cars. He cited Stuart street as a glaring example. He suggested that the proposed plan be tried for 90 days.

Others who spoke in favor were E. B. Finn, owner of the Algonquin garage; Allen J. Wilson, representing truckmen; David W. Huntley, operator of three garages, and John W. Watson, Kilby street insurance broker.

RECORD 3/20/30

Newton Banker Honored for Fire Rescue

Mayor James M. Curley, right, at City Hall yesterday as he pinned a silver fire badge on Strabo V. Claggett, Newton investment banker, for his heroism in rescuing a "human torch" in the explosion of a gasoline tank on site of old postoffice.



BATTLE OVER BAN ON DEAD PARKING

Business Men Represented at Hearing on Proposal---Retail Trade Op- posed to Change

The Boston Traffic Commission last night began its study of the plea made by the committee on street parking control to ban all but "live parking" from streets of the downtown business district. For their guidance they will have the arguments presented at a public hearing yesterday by a score of the city's leading business men and mercantile associations, both favoring and opposing the ban.

BUSINESS MEN INTERESTED

Interest in the proposition proved to be so intense, that practically every retail and wholesale organization of the downtown section was represented in some way at the hearing.

Alexander Whiteside and Lothrop Whittington, prominent attorneys, carried the brunt of the battle to prevent all machines from parking downtown, save those which have drivers at the wheels. They cited the action of Chicago authorities in adopting similar measures in the Loop district.

Chairman Daniel Bloomfield of the Chamber of Commerce Retail Trade Board provided most vigorous opposition, charging that Chicago and Boston conditions have no parallel.

Attorney Whittington, speaking as the representative of a West End garage, admitted that the argument of selfishness against a garage enterprise advocating the ban, might be raised. But, he pointed out, garage enterprises have invested large sums of money in their plants, pay heavy taxes and aid in betterments.

Competing With Garages

He argued that the city was in reality competing with the garage, when it permitted street parking, which brought about intolerable conditions. He said that time limits on parkers were useless. Too many police officers would be required to bring about 100 per cent or any satisfactory degree of enforcement, he charged that, with an hour limit, some drivers would find some way to park three or four hours. With a five-minute limit, drivers would stretch the time to half an hour. He suggested that the commission give the idea a trial for 60 or 90 days, to see how the plan would work out in the major downtown streets.

Mr. Whiteside said the complete ban of dead parking would make the enforcement process much easier for the police, and that general improvement of the traffic conditions would follow immediately.

B. Loring Young backed Whiteside's

claims and declared that it was silly for the city to spend millions for street widening, only to have the new space devoted to parkers.

Bloomfield Opposes

In opposition, Chairman Bloomfield charged that the proposed ban would destroy property values in the retail district, by making property less desirable. It would hurt business houses, he said, by making it more difficult for people to transact business.

He said that it would be more profitable for the city to tear down cheap buildings in some section of the city and to a land over for free parking. The city now has a sensible time-limit system of parking, according to Mr. Bloomfield, and it should not be tampered with. He suggested that it would be better to go after the "hogs" who park all day in defiance of all regulations.

Thomas F. Lockney of the Jordan Marsh Company also spoke in opposition. He praised the police for their work in handling the parking situation. He said it was unfair to drive people to private garages who would be able to transact their business in an hour. He termed the proposed parking ban ridiculous on its face.

CURLEY APPOINTMENT BILL PASSES HOUSE

The bill to repeal the present law under which appointments by the Mayor of Boston are subject to approval of the Civil Service Commission, was passed to be engrossed in the House of Representatives without debate or a record vote. Through all its readings it has occasioned not a word of comment.

The bill now goes to the Senate, where it is expected to win.

\$6,500,000 IN CONSTRUCTION

Gas Company and Fuel Co. Plan Big Work

In response to his appeal for the expansion of industry in Greater Boston, Mayor Curley announced yesterday that he had received information from the Boston Consolidated Gas Company and the New England Fuel & Transportation Company that they proposed to launch a \$6,500,000 construction programme without delay, providing work for hundreds of the unemployed.

He declared that the gas company officials informed him that they would start work at once to lay over 144 miles of main pipe for supplying gas to the residents of the Metropolitan area, and the New England Fuel Company will expand its Everett plant by the construction of three batteries and a total of 149 coke ovens of modern type, which will provide permanent work for a greater number of men than have been engaged in the industry here up to the present.

The Mystic Steamship Company, affiliated with the fuel corporation, will also add two new towboats to its fleet now operating at this port, the Mayor announced, expressing gratification that his programme for building up existing industries was progressing.

SULLIVAN FOR BURKE'S PLACE

Judge's Name Urged for Head of Schools

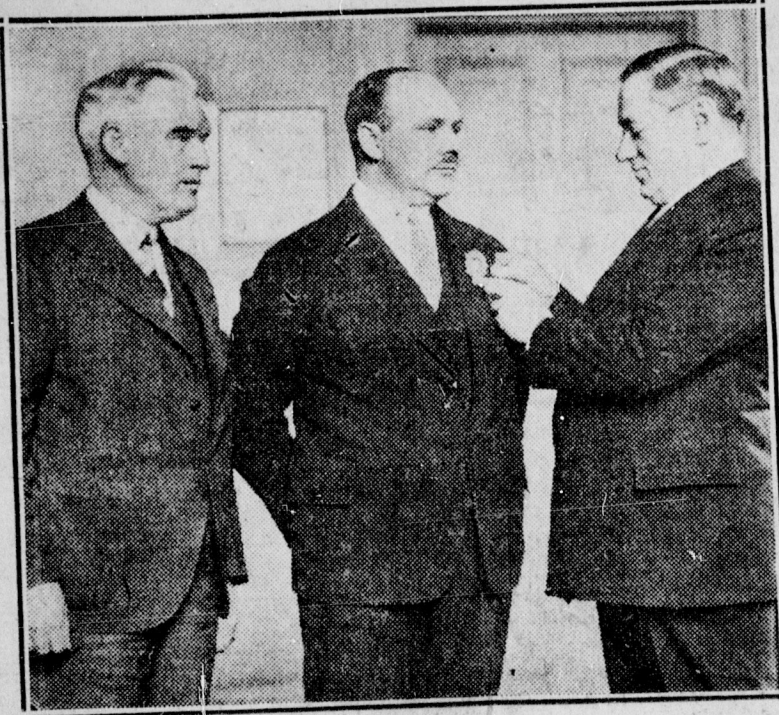
Consideration of Judge Michael H. Sullivan of Dorchester for the \$12,000 post of superintendent of schools in place of Dr. Jeremiah E. Burke, in the event Dr. Burke is not reappointed, is being urged by his friends and educational associates, according to the latest reports current yesterday in school circles.

While the judge has declined to become a candidate for the position, his friends pointed out that, as chairman of the committee appointed by the school committee to make the recent survey of the school system, he was the ideal man to carry out the recommendations reported by his investigating committee.

The school superintendent's position for Judge Sullivan would not be a new proposal, for he was urged for the position 12 years ago by the late Henry Abrahams, veteran labor leader, then a member of the school committee.

POST 3/20/30

Solid Silver Badge for Strabo V. Claggett



PRESENT MEDAL TO CLAGGETT

Left to right, Fire Commissioner Edward F. McLaughlin, Strabo V. Claggett and Mayor Curley. Claggett was presented with a solid silver fire badge yesterday for heroism.

Strabo V. Claggett, Boston broker and recent Democratic candidate for State auditor, was presented a solid silver fire badge yesterday at City Hall by Mayor Curley, in recognition of his heroism in extinguishing the flames in the clothing of a workman at a fire in the old Federal building while it was being dismantled, Dec. 14. The Mayor pinned the inscribed badge on the broker's lapel in the presence of Fire Commissioner Edward F. McLaughlin.

ALLEN URGES STUDY OF GRAIN ELEVATOR

In a message to the General Court, yesterday afternoon, Governor Allen recommended passage of legislation providing for an investigation and study of the advisability of erecting a modern grain elevator at South Boston in connection with the development of the port of Boston.

The message was read in the Senate and then referred to the legislative committee on metropolitan affairs. A hope that the report will be made during the present session of the Legislature was expressed by the Governor.

to restrict the display of signs within a specified area in the vicinity of the State House.

BOSTON OBJECTS

Thomas H. Bilodeau, legislative counsel for the city of Boston, who opened the opposition, questioned the constitutionality of any legislation regulating signs in a certain city, or a certain part of a city. He also remarked that the city itself feels the bill to be an interference in its own activity of sign regulation.

Appearing both as a representative of the Edison Electric Illuminating Company and as a private citizen F. M. Ives opposed the measure, as he said he could see no right on the part of the State to tax him for the removal of a sign and to pay damages also. He also questioned why signs on Park street are any more objectionable than those on Tremont or Boylston street.

That a sign is necessary on top of the Suffolk Law School was the contention of Dean Gleason L. Archer, who also took occasion to criticize the art commission. G. Herbert Walker, general superintendent of Houghton & Dutton's, protested on the ground that the place he represented was the only department store being legislated against under the bill. Attorney Robert Gallagher, representing the Brink and the Donnelly advertising companies, urged that no action be taken while the billboard matter is pending before the Supreme Court.

Objections Rare

It was also brought out by Gallagher during the hearing that a canvass by the State of 36,000 persons disclosed that none of them was opposed or objected to the large Chevrolet sign which is electrically illuminated at night on top of the building at Beacon and Tremont street. Most of those inquired from, it was declared, favored the sign because it tells the time.

Other speakers representing theatres, buildings and other places also objected to the measure. They emphasized that signs "have come and come to stay."

In favor of the measure Cyrus E. Dailin, noted sculptor, and member of the art commission, declared that "the sacredness of the State House should be kept free from those garish signs. Without beauty," he added, "our civilization is a failure. We might just as well put a sign on the State House."

H. Dudley Murphy, well-known painter, and also a member of the commission, said if electric sign advertising goes any farther up around the State House it "will not be long before it will be impossible to see the place."

The Boston Society of Architects was declared to be unanimously in favor of the bill by Charles R. Greco, chairman of the art commission.

The committee took the matter under advisement, pending its report to the Legislature.

FIGHT BILL TO CONTROL CITY SIGNS

No Injury Done to the State House, Is Contention

Opposition from a variety of quarters developed yesterday when the legislative committee on legal affairs held a public hearing on a bill, sponsored by the Massachusetts Art Commission, which is designed

POST 3/20/30

SAY BOSTON SHOULD PAY WHOLE BILL

Nearby Towns Oppose Governor Square Assessment

Representatives from Newton, Somerville, Belmont, Milton and other communities outside of Boston yesterday told the committee on metropolitan affairs that the proposed extension of the Boylston street subway under Commonwealth avenue and Beacon street is in reality a traffic problem and one which Boston should naturally be expected to take care of on its own account.

TO COST \$3,000,000

The proposal for extension under Governor square as far as the bridge on Beacon street and to a point opposite the Temple Israel on Commonwealth avenue, had been endorsed at the morning session of the committee by Samuel Silverman, representing Mayor Curley; Henry I. Harriman, representing the Boston Elevated public trustees; Representatives Leo M. Birmingham of Brighton, James J. Twohig of South Boston and others.

The plan is estimated to cost about \$3,000,000, the extensions to be rented by the Boston Elevated at rate of 4½ per cent and any deficit in the operation of the extensions to be made up by assessment upon the cities and towns of the metropolitan transit district.

Joseph W. Bartlett of Newton, appearing as city solicitor, said his city is not opposed to the extensions, but that he feared it would establish a precedent under which other communities might expect Newton to help pay for improvements in the future, even though Newton received no benefit from the improvement.

Amos L. Taylor, town counsel for Belmont, supported the proposition that the Governor square improvement is a traffic problem, and said that if it is to be considered as a rapid transit matter, it should be postponed until the people of the metropolitan transit district have voted next fall as to what the policy of control of the road shall be.

Felix Rackemann, representing the town of Milton, and others took the same position. The committee took no definite action with reference to the measure, but inasmuch as it has been agreed upon by representatives of Boston, the Boston Elevated trustees and the Elevated directors, it is expected that a favorable report will be made within a day or two.

ONLY FAIR

The city water department has acted fairly and squarely in shutting off the supply of 12 Charlestown houses whose owners have failed to settle their bills due the city treasury since last year. We say fairly, since it is only places in which landlords live that are so affected. Other houses owned by them, and occupied by tenants were not disturbed.

This is the only plan consonant with justice. Make the landlord-owner go without his water and see how he likes it. But do not compel the "innocent bystander," as the lessee may be called, to endure the deprivation of necessary water for the sins of his principal. That is vicarious suffering with a vengeance, and it is not getting a square deal. Incidentally, the landlord must pay the bills for all the houses he owns or controls before he gets water for himself.

If this is to be the accepted way of bringing recalcitrants to terms, more power to it. As we have said many a time and oft before, the unoffending tenants of stubborn water debtors ought not to be the ones to suffer.

RECORD 3/20/30 ALLEN URGES ELEVATOR FOR GRAIN IN HUB

The erection of a huge, modern grain elevator in South Boston by the state, as a means of expanding commerce in the port of Boston, was recommended by Gov. Allen in a special message to the Legislature yesterday.

The Governor has asked for an investigation and study of the question by the Boston Port Authority and the Department of Public Works, believing the elevator to be essential to the prosperity of the State and the expansion of its biggest seaport.

He pointed out that grain shipments from Boston have decreased more than 13,000,000 bushels over a period of 25 years through lack of adequate terminal facilities.

AMERICAN 3/20/30

STATE WAR IN DEMOCRATIC RANKS SEEN

Curley-Lomasney Dominance Opposed by Donahue; West Wants Place

Sectional differences are said to hold a threat to Democratic harmony in the framing of the slate for the forthcoming state elections, with Western Democrats opposed to dominance of the state machine by Boston leaders.

A breach between the state committee and the Curley-Lomasney coalition in Boston is seen in the recent statements of State Chairman Frank J. Donahue, who strongly urged a slate which will appeal to all sections of the state.

Donahue is said to oppose the reported efforts of Boston leaders to put former Dist. Atty. Thomas C. O'Brien on the senatorial slate, with Lieut.-Gen. Edward L. Logan as gubernatorial candidate.

Friends of Logan are also said to be apprehensive of this tieup. O'Brien, however, flouts the idea of racial balance and declares that Governor Smith and Senator Walsh, by their victories, while General Cole was losing out in his campaign for governor, showed the futility of seeking racial appeal.

Prospects of success next November are said to have brought out all the nurtured ambitions of State leaders in the party, and a general desire for places on the ticket is manifest.

Senatorial candidates mentioned from the Boston district thus far have been O'Brien, former Mayor Peters, Atty. William G. Thompson and Frederick W. Mansfield, while the contest for governor has attracted John F. Fitzgerald, Gen. Logan, John J. Cummings and Peters.

Logan is friendly with Lomasney and also with Joseph B. Ely and it is natural to expect that he would like to see Ely have a place on the ticket, but the Westfield Democrat thus far has declined to discuss his plans.

Marcus A. Coolidge was probably the first of the prospective candidates for the Senate. He comes from Fitchburg and has many elements of strength, but his one vulnerable point is the support he gave William G. McAdoo against Smith in the 1924 Democratic convention.

Parking Ban Must Not Deny Right of Access

Certainly the financial district of Boston does not include Washington and Tremont streets. The more difficult it is, therefore, to understand why a hearing of the Boston Traffic Commission, which the public supposed was to deal with problems of parking in the financial district, should have become a free-for-all discussion of parking throughout the downtown district, including the important retail-store streets. This sudden expansion of the debate seems regrettable. The interests of the various sections of a great modern city differ materially and a parking rule may be meat to one district which is poison to another. Consequently, the Traffic Commission would be much aided in its present deliberations by receiving from representative and responsible leaders in each district—as the commission did receive from the Retail Trade Board—a definite statement of their prevailing interest, and of how they think that interest can best be served and protected.

In the present instance, it had been hoped that the volunteer committee from the financial district was about to give the matter close study and reach a positive conclusion. This hope still exists, but evidently there had not been time, before yesterday's hearing, for the necessary work to be done. Although emphasis was placed on the idea that the financial district now needs a complete ban on all parking, no assurance was given that this is the final and agreed state of the district's opinion.

That there are questions involved which demand closer study was plainly shown by one part of yesterday's debate. One speaker argued that no rule could be tolerated which allowed even a very short period of time during which an automobile could stand at a curb. "If three minutes are permitted," it was said, "the public will stretch that time at once to the whole day." Now, it is quite certain that any court of law in the State would insist that some reasonable period must be allowed, even though brief. To say that there shall be no standing at all, means a clear infringement of a property holder's right of access to his property, and of keeping it accessible to others. If a man is driving his own car, stops it at a building door, and is gone just long enough to deliver a letter or a package to some office inside, surely he is acting within a minimum interpretation of the right of access. Or at least the categorical denial of such a right would seem to constitute an infringement of the normal right of access. Such matters as a drastic parking rule cannot, therefore, be decided offhand, but must have full consultation and study.

Moreover, though it will certainly be helpful to have each district say just what parking rule it prefers, no one can afford to forget that the moment a change is made in one district, conditions

in another district may be badly aggravated as a result of that change. Thus, if no parking at all were to be allowed in the financial district, no doubt there would be an increase of pressure on the already overcrowded curbs of adjoining streets. This play of action and reaction must not be forgotten, but a fair solution must be worked out for all.

Ask Mayor's Help for Free Cement

Following up a recent call on Mayor James M. Curley to enlist his support of a petition to keep foreign cement on the free list, Rogers & Webb, ship brokers in Boston, have sent a letter to the mayor urging him to intercede in behalf of the cement importation business. Arthur Lane contends in the communication, that cement shipments have been responsible for bringing to Boston an average of about twenty ships a year, and it has brought business to the port and work and wages to the longshoremen. He contends that imported cement competes with American cement only in the area adjacent to Boston, and that there is not a single cement manufacturer in Massachusetts. He points out that while the United States Senate has voted to place a duty on cement it has reversed itself once on that subject, so that the issue may not be closed.

Nearby Cities Oppose Governor Square Bill

Proposed extension of the Boylston street subway from Governor square, which was advocated at the morning session of the committee on metropolitan affairs yesterday, was opposed at the afternoon session by representatives from Newton, Somerville, Belmont, Milton and other communities, who told the committee that the proposition is in reality a traffic problem which Boston should handle on its own account.

The plan is estimated to cost about \$3,000,000, the extensions to be rented by the Boston Elevated at the rate of 4½ per cent, and any deficit in the operation of the extensions to be made up by assessment upon the cities and towns of the metropolitan transit district.

Joseph W. Bartlett of Newton, appearing as city solicitor, said his city is not opposed to the extensions, but that he feared it would establish a precedent under which other communities might expect Newton to help pay for improvements in the future, even though Newton received no benefit from the improvement.

Amos L. Taylor, town counsel for Belmont, supported the proposition that the Governor square improvement is a traffic problem, and said that if it is to be considered as a rapid transit matter, it should be postponed until the people of the metropolitan transit district have voted next fall as to what the policy of control of the road shall be.

Felix Rackemann, representing the town of Milton, and others took the same position.

WORK OF CITY HOSPITAL LAUDED

The Boston City Hospital "is surpassed by no other municipal hospital in the world," declared

Carl Dreyfus, trustee, in an address in Edward Everett Hale Memorial, Marlboro st.

The hospital is prepared to care for every type of disease and affliction and its physicians and surgeons have an enviable reputation in medical circles throughout the world, he stated.

He pointed out that the hospital plant

consists of 22 buildings, in which 330,054 ward and out-patients were treated during 1929. This represented an expenditure of nearly \$3,000,000.

"During the past few years the hospital has been almost entirely rebuilt, due in no large measure to the energy and assistance of Mayor Curley, who, during his previous administration, provided the first funds and encouraged the trustees on their building program," he declared.

"Several departments of the hospital are not only outstanding in this country, but are known throughout the world. The work of the famous pathologist, Dr. F. B. Mallory, is known wherever medicine is practiced.

"In no other hospital in the United States is there such an institution as the Thorndike Memorial laboratory. It is unique.

"The development of this department was due to the skill of the late Dr. Francis W. Peabody and the work is being carried forward to even greater heights by Dr. George R. Minot, the discover of the wonderful cure for pernicious anaemia.

"It was at the Thorndike laboratory that the first patient with pernicious anaemia received the liver extract treatment, since then dramatic beneficial effects have occurred with regularity. One of the physicians has received the Warren Triennial prize. Another physician was awarded a fellowship in the University of Toronto and later the Kober medal of the Association of American Physicians."

The speaker also pointed out the City Hospital is the only one in Boston where contagious diseases are treated. He also said that plans are under way to enlarge the children's department and to add many other modern features to the present plant.



Carl Dreyfus

GLOBE 3/20/30

SILVERMAN DENIES DEROGATORY STATEMENT

Tells Legislative Committee He Made No Remark Relative to "Fixing"

Corporation Counsel Samuel Silverman, appeared before the committee on Municipal Finance, at the State House, today, denied under oath that he said in a State House elevator at the close of hearing on the \$15,000,000 school bill that he expected to see half a dozen members of the committee at the Parker House and "fix the matter up," that the other members of the committee "did not matter," and that he held the committee on the palm of his hand.

Representative John K. Joy Jr of Springfield reported recently to the committee, of which he is a member, that he heard Mr Silverman make such remarks.

The hearing before the committee was not public and no reporters were allowed in the committee room. At 1:30 o'clock, after the hearing had lasted nearly three hours, Senator Frank W. Osborne of Lynn, the chairman, stated that the committee had "taken the matter under advisement."

"At this time nothing can be said as to when a further statement will be made," he added.

Joseph J. Hurley, chairman of the Boston School Committee, who appeared before the Committee on Municipal Finance today, said when questioned by reporters that he had also made a statement under oath in which he told the committee that he had been at Mr Silverman's elbow in the elevator at the time of the alleged remark, and that he heard no such statement made by Mr Silverman. Alexander M. Sullivan, business manager

for the Boston schools, also appeared before the committee. He said afterward that he was in the elevator at the time and heard no remarks by Mr Silverman derogatory to the committee.

Early this week the committee voted to request Mr Silverman to appear before it in connection with its investigation of the remarks which Representative Joy had reported to the committee that he overheard Mr Silverman make. Mr Silverman had already denied making any such statement.

The committee met at 10:30 o'clock. Shortly afterward Mr Silverman appeared, and entered the committee room. It was nearly an hour later that Patrick T. Campbell was called. He remained in the room only a few moments and was followed by Mr Sullivan. The next person called was Thomas J. Downey, assistant superintendent of schools. Mr Downey was in the room for a very brief period and on coming out told reporters that he had not been in the elevator at the time and had so informed the committee.

"All I can say is that I appeared before the committee and told them that I absolutely did not say anything attributed to me in the elevator," said Mr Silverman on leaving the committee room just after 1 o'clock.

The corporation counsel said he had told the committee that he had heard no one make any such statement as that which Representative Joy attributes to him, and that if any one made such a statement it certainly was not he.

TRANSCRIPT 3/20/30

Witnesses Deny Hearing Remarks by Silverman

Corporation Counsel Samuel Silverman of Boston and the legislative Committee on Municipal Finance, were together in private for more than two hours today in consideration of Mr. Silverman's alleged remarks in a State House elevator impugning the committee. The corporation counsel denied having made the remarks and Joseph J. Hurley, chairman of the Boston school committee and other Boston officials who were present in the elevator told the committee that no such statement as that attributed to Mr. Silverman had been heard by them. The committee chairman, Senator Frank W. Osborne of Lynn, announced that the committee had "taken the matter under advisement and that nothing can be said at this time as to when a further statement will be made."

According to Representative John K. Joy of Springfield, a member of the committee, Silverman's alleged remarks were to the effect that Silverman could secure favorable action on Mayor Curley's \$15,000,000 schoolhouse bill by his contact with some members of the committee.

"I was at the elbow of Mr. Silverman when he was in the elevator," Chairman Hurley told the committee, "and I heard him make no such remarks as were attributed to him." He asked to be placed under oath. Others who stated that they did not hear Silverman make the alleged statements were Alexander Sullivan, business agent of the school committee, and Patrick H. Campbell, who were in the elevator at the time.

House Turns Down E. Boston Bridge Bill

Refuses by Overwhelming Vote to Admit Measure Favored by Mayor

By an overwhelming voice vote in the House of Representatives this afternoon, suspension of the rules was refused the bill to allow the city of Boston to build either a tunnel or a bridge to East Boston. It would have been necessary to obtain the votes of four-fifths of the members to admit the bill, which was to provide an alternative course in the construction of a vehicular artery across the harbor.

Representatives Carr of Boston, Barker of East Boston, Casson and Anderson of Boston all spoke against admission of the measure, Anderson declaring that with everything now ready for the tunnel construction 1500 men could probably be put to work immediately on the project but that if the bridge were allowed to enter into further consideration of the problem the advantages gained by years of study would be thrown away. Representative Leo M. Birmingham, Democratic floor leader, and Representative Victor F. Jewett of Lowell, the Republican whip, both favored admission which had been reported by the Committee on Rules on the ground that a bridge would be less expensive than a tunnel and would carry more traffic. Representative Birmingham emphasized the fact that the Legislature should admit the bill out of courtesy to Mayor Curley who sent his representative to the State House when the hearing on the subject took place to record the mayor in favor of it.

AMERICAN 3/20/30

Curley Is Urged to Balk Cement Tariff

A new appeal to use his influence to block the imposition of a tariff on imported cement was made to Mayor Curley today by officials of Rogers & Webb, ship brokers and agents.

The firm points out that a tariff on cement would result in hardship for longshoremen, dock workers and towboat company employees and cause a loss of \$100,000 in wages.

SAY MORE TAGS BEST SOLUTION

Chamber Members Demand Parking Rules Be Enforced

HOLD BAN WOULD INJURE BUSINESS

Strict enforcement of existing rules rather than new regulations is the ultimate solution of the down-town traffic congestion in the opinion of the committee on traffic control and safety of the Boston Chamber of Commerce.

A proposal to ban dead parking in the down-town area and on Beacon Hill, proposed by the committee on street parking control, with the backing of important financial interests including Harris, Forbes & Co., Bright, Sears & Co. and Lee, Higginson & Co., is now pending before the traffic commission. They believe it would be only fair to have a trial of the merits of the proposal by barring all dead parking temporarily on the most congested streets.

The members of the retail trade board of the chamber of commerce, headed by Secretary Daniel Bloomfield of the board and representing all of the retail stores in the downtown area, just as emphatically declare the proposal to be a destructive suggestion for traffic relief and that it would injure retail business and decrease real estate values in the district.

STRESSES ENFORCEMENT

A statement issued last night by E. J. Brehaut, executive secretary of the chamber of commerce committee, declared the enforcement problem the most important. The statement said in part:

The chamber consistently has urged a policy of applying no-parking rules to congested streets where the need exists and where the police department are enabled to enforce them. The adoption of better methods of arresting violators is a problem on which they are now working.

The committee recently submitted a report on the conditions in Chicago, the first city in America to abolish parking altogether. In it, conditions there were compared to those in Boston. As the next step, it is planned to prepare a final report in which will be outlined recommendations to improve Boston conditions.

Acting on petitions, the committee agrees that parking conditions in the office-financial district should be improved. A blanket prohibition is the method suggested which will cope successfully with the problem, although the committee realizes that the enforcement in adjacent areas will be made more difficult.

AID TO BUSINESS

Traffic regulations in business districts are designed as an aid to business. Consequently when it is the well-considered opinion of a large group of business firms that their interests would be better

served through added parking restrictions, the committee believes that such an opinion should be the controlling factor. The opposition of retail and wholesale firms to important parking restrictions applied

in their areas is another factor which will be considered in the final report.

The chamber also suggests just what a no-parking rule means. If and when a blanket prohibition of parking is applied to any area in Boston, they submit that it must go the whole distance and permit only a minimum of exceptions.

Three significant features of the present problem are outlined by the chamber as follows:

FEATURES OUTLINED

There are three significant features in the present discussion of the parking problem. First, it is conceded that different sections of down-town Boston have different requirements and that this variance should be recognized in the formation of parking regulations. This suggestion was made by the chamber several years ago. Second, a large and important group in the business community is petitioning for further parking restrictions in the area in which this group is situated. Third, it is proposed that the city abandon the so-called selective method of imposing no-parking rules upon specific streets and adopt in its place a blanket prohibition covering a defined area.

HOUSE REFUSES TO ADMIT BRIDGE BILL

Optional East Boston Project Is Defeated

On voice vote, suspension of the rules was refused by the House of Representatives yesterday to admit the bill to allow the city of Boston to exercise the option of building a bridge to East Boston in the event it should be found more practicable than the proposed tunnel.

The Legislature last year voted an appropriation of \$16,000,000 for the construction of a tunnel, but shortly after being inducted into office Mayor Curley sought authority to change the plans to construction of a bridge if a subsequent decision should be reached to abandon the tunnel. The action of the House means that the tunnel must be built unless the city succeeds in delaying action until next session of the Legislature.

Representative Victor F. Jewett of Lowell, the leader of the majority party in the House, asked for admission, but it was opposed by Representatives Thomas H. Carr, William H. Barker, A. B. Casson and George P. Anderson, all of Boston.

Their objections were based on the fact that the bridge project is visionary

300TH CELEBRATION EVENTS ARE LISTED

Roxbury Committees Active on Various Plans

Plans for the Roxbury tercentenary celebration are rapidly taking shape, with several organizations and committees working on programs for various phases of the observance.

The Roxbury Tercentenary Association has held several meetings. So far it is definitely planned to repeat the pageant staged a few weeks ago by the school children of the Julia Ward Howe school.

This pageant, in a more glorified form, will be reproduced at the Roxbury memorial high school on either April 28 or 29. Walter R. Meins is president of the tercentenary association and Frederick J. Soule is secretary, while the Rev. Charles L. Page, a member of the House, is chairman of the executive committee.

A sub-committee of the association will be appointed to confer with the Boston tercentenary committee, which is headed by former Mayor John F. Fitzgerald, to make arrangements for the greater celebration of the Fourth of July.

At 8 P. M. on March 31 in the high school of practical arts, Roxbury, the third tercentenary program will be presented by the Roxbury Civic League and Improvement Society. The pageant is titled "Roxbury's Renowned Record." Among the speakers will be former Mayor Fitzgerald, Sybil H. Holmes, a Boston attorney, and Sherman L. Cook, secretary of the Roxbury Historical Society.

Another definite celebration will be held on May 25, 26 and 27 at the First Church of Roxbury, when an elaborate program will be held. Gov. Allen, Mayor Curley and Gov. Tobey of New Hampshire, a former Roxbury boy, have been invited to attend. The Rev. Miles Hanson is pastor of the church and is a leading figure in the celebration.

The Patriots' day celebration in Roxbury will be larger than ever before. Usually, the ride of William Dawes on that date many, many years ago is reenacted, but this year additional features are planned. A committee has been appointed by the Roxbury Patriots' Day Association to make arrangements for the day. George Melhado is president of this association.

Roxbury Charter day will be celebrated in that section on Oct. 8. A committee is working on this celebration, and efforts are being made to stage a large pageant parade in the district. The local committee is co-operating with the Roxbury Board of Trade and other local organizations in plans for a brilliant event with floats depicting the progress of Roxbury.

TRANSCRIPT 3/19/30

Predicts Saving by Instalment Tax Bills

If taxpayers were compelled to meet their bills in two instalments, the municipalities of the State would save a large portion of the \$7,000,000 which they pay in interest on money borrowed each year, according to the view expressed today before the House Ways and Means Committee by Representative Horace T. Co-hill of Braintree. He urged favorable action by the committee on a bill requiring the State commissioner of taxation to make a study of the matter.

The representative declared that the town of Braintree pays fifty-eight cents on every \$1000 of real property taxed for interest on "unnecessary loans." He said that earlier payments would probably be required by law, if the legislation he believed would come out of the proposed study and report were enacted.

Thomas H. Bilodeau, legislative agent for the city of Boston, said Mayor Curley was in favor of the bill. He declared that at present Boston's treasury receives little money to meet expenditures from Jan. 1 until tax payments begin to come in during October and that consequently temporary borrowing is necessary. In answer to a question by Representative George E. Briggs of Lexington, he said that overdue taxes are not the chief cause of Boston fiscal difficulties, as the sum uncollected, although amounting to \$8,000,000, is only a part of the total revenue.

Henry F. Long, commissioner of taxation, asserted that he was willing to undertake the proposed study. He added that he had recommended such legislation as the instalment tax payment plan in 1924, and that, with six years of additional experience, he probably would be able to suggest a more effective remedy for municipal economy.

The committee referred to the matter as "emergency legislation," because three hundred banks affected threaten to start separate suits before April 1—the last date such litigation may be filed in the Superior Court—unless the bill is enacted. Commissioner Long served notice that he was prepared to speak at length against the bill, but would not be able to appear before the committee today as he was obliged to leave for Cleveland.

Chairman Arthur W. Jones, complaining against "an attempt to rush the committee off its feet," agreed to hear the proponents late this afternoon.

RECORD 3/21/30

Our City Hospital

Splendid work carried on month in and month out at any public institution too often fails of general recognition. On the other hand, any criticism of such institution receives wide publicity and too often overshadows the major virtues of the institution.

For this reason it is well that attention of the public be drawn to statements about Boston City Hospital by Carl Dreyfus of its board of trustees in an address on "The Real Boston City Hospital."

Among the forceful points scored by Mr. Dreyfus is his statement of the widespread recognition accorded the Boston institution in medical, surgical and hospital circles in this country and abroad. He referred to the visit of a foreign delegation of hospital superintendents and writers on hospital subjects last fall. They were making a survey of American hospitals. We quote from Mr. Dreyfus:

"They (the visitors) all expressed amazement at the extraordinary development that has taken place in the (Boston) city hospital. The director-general of the hospitalization of France came to Boston a second time and asked for blue-prints and descriptions of our new buildings and stated that, after visiting not only endowed but municipal hospitals, he found the Boston City Hospital the MOST INTERESTING AND THE MOST PROGRESSIVE INSTITUTION HE HAD SEEN."

Mr. Dreyfus declared in his address that there is no other hospital in the United States with such an institution as the Thorndike Memorial Laboratory.

"A laboratory"—we quote again from Mr. Dreyfus—"is apt to be thought of as a place where test tubes and apparatus dominate the scene, but in a clinical laboratory like the Thorndike, the sick individual is the center of the picture. The care of the patient is foremost."

Mr. Dreyfus covered his subject well, citing the contagious disease department, maternity ward, the individual wards for eye, ear, nose and other specialties.

As a parting shot Mr. Dreyfus referred to the finding made by the mayor's committee after its complete investigation last year, that the Boston City Hospital is surpassed by no other municipal hospital in the world.

The professional, financial and administrative problems of an institution of the wide scope of Boston City Hospital are enormous. Mr. Dreyfus' standing in the community lends weight to his utterances. His words have value and should make due impression upon the public.

PLEA TO CURLEY ON TARIFF

An appeal to Mayor Curley to use his influence to block the tariff on imported cement was made yesterday by officials of several ship brokers and agents.

GOODWIN SCORES SCHOOL BOARD

Says Committee's Vote to
Pay Bills of Defunct
Commission, Illegal

SULLIVAN URGED FOR BURKE'S POST

Branding of the school committee's act in appropriating \$100,000 to pay the bills of the defunct schoolhouse commission as illegal by Frank A. Goodwin, chairman of the finance commission, and the naming of Judge Michael H. Sullivan of Dorchester as a possibility for the post of superintendent of schools now held by Dr. Jeremiah E. Burke, featured developments in the school situation yesterday.

While Judge Sullivan, who is chairman of the school committee's survey committee, refused to dignify these reports by issuing a statement and had "nothing to say for publication," a report circulated that three members of the school committee were ready to vote him into office, if he would accept the post.

Observers of the situation, however, declared that Judge Sullivan, although tremendously interested in the Boston school system since his election some years ago to the school committee, would not accept the post, while friends of the judge termed the rumors "ridiculous." Supporters of Dr. Burke, on the other hand, said that Judge Sullivan does not want the post, and that the majority of school committee members are either in favor of retaining Dr. Burke or are neutral, preferring to stay that way until the investigation by the finance commission of school expenditures is completed.

A plan to have the school committee, by agreement, do nothing about the re-appointment of Dr. Burke while the investigation by the finance commission is under way, was spiked last night when it was learned that William Arthur Reilly, a supporter of Dr. Burke, will bring the matter officially before the body at the first opportunity in April. Although the superintendent is appointed in April, his term begins in September. Those favoring the retention of Dr. Burke were delighted to hear this because it will give a chance for observers to note the line-up of the school committee on the matter.

In view of the extreme interest of the 4500 school teachers and thousands of school employees, besides the general public, it is felt that Mr. Reilly will be able to force the committee to take the matter up in a public meeting. He will have some support on the committee.

UNPAID BILLS

A letter of Chairman Goodwin of the finance commission to Louis K.

Rourke, superintendent of school construction of the department of school buildings, which replaced the old schoolhouse commission, re-opened the matter of the \$73,000 in unpaid bills left by the schoolhouse commission when it was legislated out of office.

Chairman Goodwin declared the appropriation illegal.

As the basis of his contention he cited an opinion given by Arthur D. Hill as corporation counsel on Dec. 18, 1921. An interesting feature of this opinion is that it was given to the finance commission when Judge Sullivan was chairman. At that time Mayor Peters said there was a cash balance of \$3,800,000, while the finance commission asserted that \$1,800,000 in unpaid bills should be deducted.

Former Corporation Counsel Hill upheld the finance commission. Commenting upon the Goodwin letter, Corporation Counsel Samuel Silverman, whose opinion was the basis of the school committee's action, explained his opinion.

He said that Mr. Hill, in his opinion, referred to incurring expenses in one year, which were to be paid in a following year. This, Mr. Hill declared, was illegal, and Mr. Silverman agreed with him. But the expenditures of the old schoolhouse commission came under the "emergency clause" of the city charter and, as such, had to be paid by the city.

DEMANDED \$68,000

Because some of these bills did not, in the opinion of Supt. Rourke, come under this "emergency clause," he threw out \$5000 in bills and requested the school committee to pay \$68,000 in bills, said Chairman Joseph J. Hurley of the school committee last night. He told the story of the unpaid bills as follows:

Last December we had a request from the old schoolhouse commission to transfer \$30,000 from one of their appropriations to the alterations and repair appropriations. On Dec. 16, 1929, we sent them a letter asking why they wanted this done. We never got a reply. We voted on Dec. 23 not to transfer the money.

Early last January the new board of the department of school buildings reported to us that the old schoolhouse commission had spent \$73,000 over the appropriation authorized. This board examined bills and reported that \$68,000 should be paid, thus leaving out \$5000 which they did not believe had been earned.

The board then requested the school committee, in making our first appropriation, to include \$68,000 to cover the deficit left by the old schoolhouse commission. We did that when we were told that the "bills should be paid," but we didn't do it right away. We received the advice and counsel of Corporation Counsel Silverman and City Auditor Carven, which advice was

that we could and should legally pay the money, because many of the creditors could recover in the courts.

A fine legal point would have been brought up. At the time many of the contracts had been let the old schoolhouse commission had sufficient funds to pay, and the contractor was justified in accepting the contract. Because he was a bit late in presenting his bill was no reason why he should lose his well earned money. Again, we learned that the \$68,000 in bills was for work that came under the "emergency clause." So, with the corporation counsel and the city auditor's advice, and the advice of the commission members, and Supt. Rourke, we voted the money.

This placed the matter of objecting to the payment of the bills squarely on the shoulders of Chairman Goodwin. The school committee, it is understood, does not have to take his advice, but he can, with others, form a group of 10 taxpayers and protest against payment in the courts. It is not known whether he will do this, but in view of his statements that he wants to

SILVERMAN DENIES COMMITTEE CHARGES

Boston Counsel Appears Before
Legislative Group

The trial of Corporation Counsel Samuel Silverman of Boston yesterday before the legislative committee on municipal finance on charges of lese majeste ended in a disagreement.

Atty. Silverman was charged with having wounded the dignity of the committee by passing disparaging remarks about them in a State House elevator. He denied the charges and Joseph J. Hurley, chairman of the Boston school committee, Alexander Sullivan, its business agent, and Patrick Campbell, a school superintendent who were present when the remarks were alleged to have been made, denied having heard them.

Representative John J. Joy of Springfield, the member of the committee, brought the accusation against Silverman, stood by his charge but had no witnesses to support him.

ASKS CURLEY URGE NO DUTY ON CEMENT

A further request to Mayor Curley for his aid and influence in placing cement on the free list was made by letter yesterday by Arthur Lane, traffic manager of the Rogers & Webb Company, steamship agents. Mr. Lane pointed out that fully \$100,000 would

be lost to longshoremen, water-front workers, towboat companies, supply companies, trucking companies and other interests if shipments of foreign cement are stopped. He pointed out that a delegation of shipping men had visited the mayor, but did not receive much encouragement from him and that he was making a last appeal in an effort to retain all the business possible for the port of Boston.

GLOBE 3/21/30

REAR ADMIRAL ANDREWS GIVEN GREAT TESTIMONIAL BANQUET

Retiring Commandant of Boston Navy Yard Hears
Broadside of Tributes From Battery of
Notables at Copley-Plaza

Firing a whole broadside of kind words, best wishes and grateful tributes, several hundred men and women of Boston, including Gov Allen, Rear Admiral William S. Sims, Ex-United States Senator William M. Butler, Gen Edward L. Logan, and many others of prominence, last night in the Copley-Plaza gave Rear Admiral Philip S. Andrews, retiring commandant of the First Naval District and commandant of the Boston Navy Yard, one of the most glowing tributes of friendliness and appreciation ever tendered a Naval officer in this city.

The Admiral, who reaches the retirement age of 64 on the last day of this month after nearly 48 years in the Navy, heard himself felicitated by Gov Allen as "an able officer possessed of marked executive ability, who has established for himself a national and international reputation of which we all are proud."

He heard himself hailed by Pres Henry I. Harriman of the Boston Chamber of Commerce as one who has been of great service to the business interests of Boston and heard himself saluted by Supt of Schools Jeremiah E. Burke, representing Mayor Curley, as a man who has won the profound love and respect of the Boston school-children.

It was a testimonial dinner which lacked nothing of military and Naval efficiency, and nothing was missing to make the tribute a fitting one. There

were, from every speaker, words of regret that he must leave, a regret that was lessened only by the announcement that the Navy Department will temporarily ignore the retirement age through the Spring months.

Mrs Andrews was presented with a bouquet of roses! the admiral's flag of two stars in a blue field floated opposite him at table and a large replica of Old Ironsides by David Oakes of Belmont, for whose reconstruction Admiral Andrews has worked so hard and so successfully, was placed nearby.

In appreciation, the admiral said he was not saying goodbye, for he is coming back to Boston to live after spending the Summer at Newport. He spoke of his respect and affection for the people of this section, where he has lived for four years and seven months, and then he outlined several improvements which he felt may well be made in the local conduct of the Navy Department. He advocated:

Longer tour of duty for commandants, both for the benefit of the Navy Yard and for the Navy's better interest and help in local problems.

More generous pension allowances for employees at the Navy Yard.

Development of a 40-foot channel and more adequate steamship docks and rail connections for the port of Boston.

Gerrit Fort, chairman of the Maritime Association of the Chamber of Commerce, under whose auspices the dinner was arranged, was the toastmaster.

such remarks.

The hearing was not public and no reporters were admitted. At 1:30 o'clock, after the hearing had lasted nearly three hours, Senator Frank W. Osborne of Lynn, the chairman, stated that the committee had "taken the matter under advisement."

Joseph J. Hurley, chairman of the Boston School Committee, who appeared before the committee, said when questioned by reporters that he had also made a statement under oath in which he told the committee that he had been at Mr Silverman's elbow in the elevator at the time of the alleged remark, and that he heard no such statement made by Mr Silverman. Alexander M. Sullivan, business manager for the Boston schools, also appeared before the committee. He said afterward that he was in the elevator at the time and heard no remarks by Mr Silverman derogatory to the committee.

"All I can say," Mr Silverman told reporters, "is that I appeared before the committee and told them that I absolutely did not say anything attributed to me in the elevator." The corporation counsel said he had told the committee that he had heard no one make any such statement as that which Representative Joy attributes to him.

DENIES SAYING HE WOULD FIX MATTER

Silverman Supported by
School Officials

Before the Legislative Committee on Municipal Finance at the State House yesterday corporation counsel Samuel Silverman of Boston denied that at the close of a hearing on a \$15,000,000 school loan bill he had said on a State House elevator that he expected to see some members of the committee at the Parker House and "fix the matter up." He also strenuously denied that he had made the statement that he held the committee in the palm of his hand.

Representative John K. Joy Jr of Springfield reported recently to the committee, of which he is a member, that he heard Mr Silverman make

TRANSFER FIREMEN UNDER NEW POLICY

McLaughlin Announces
Old List Canceled

Capt Condon Goes to North End
From Charlestown

With the announcement in a general order issued by Fire Commissioner Edward F. McLaughlin last night, of the transfer of Capt Dennis M. Condon from Engine 50, Charlestown, to the command of Ladder 1, Friend St, North End, was the information that the list of transfer requests has been canceled and all officers and men desiring transfers must file new requests.

Capt Condon is not moving to strange quarters when he arrives at Friend St this morning, as he has been stationed with that company for many years as a ladderman and lieutenant and it was with this company that he performed the life-saving feats that won for him the roll of merit, and the Fitzgerald and Scott medals, the highest honors that can be conferred on a member of the department.

The first feat to be recognized, but not the first that he performed, was a few years ago, when he locked himself on the top rungs of a ladder by his legs, and caught a man who dropped from a window of a burning tenement house some distance above the ladder.

His second act to bring the recognition of his superiors happened while the Floating Hospital was burning, when he dove overboard into the waters of Boston harbor without removing any of his clothing other than his fire hat and saved the life of a drowning fellow fire fighter who had been knocked into the water.

On being hauled to the dock with his burden, he resumed his task of fighting the fire and was thus able to dive over later when another fireman was in danger of drowning. For these two acts he was awarded another gold bar and medal and granted two weeks extra vacation with pay.

The order on the transfer list informs the department that the list, which has been in effect for many years, will be wiped out as of date today, and any officer or man who wishes to do duty at a different station will forward his application through official channels. The date for filing the new applications will begin tomorrow.

The work of the department at the fire in the Boston Public Library last week brought the following letter to Commissioner McLaughlin from Director Charles Heiden:

"Permit me to express the warm appreciation of the trustees of the Boston Public Library and of myself as director for the intelligent work of the department on the occasion of the fire in the library Thursday night. The arrival of the machines was very speedy and the men in charge showed admirable judgment and care in their handling of the situation.

LEGISLATURE MAY HAVE TO PASS ON OLD BOSTON SCHOOL BILLS

Goodwin Says Former City Commission Had No Right To Expend Money in Excess of Appropriations

The scene in the Boston schoolhouse situation shifted back yesterday to the old Schoolhouse Commission and the bills incurred by it prior to leaving office during 1929, for repairs and alterations which totaled \$73,000 in excess of money available for payment.

In a communication to Louis K. Rourke, superintendent of construction of the new Department of School Buildings, Chairman Frank A. Goodwin of the Finance Commission, citing an opinion in 1921, points out that "under the law the School Committee is limited in the amount that may be spent for repairs and alterations and no one has a right legally to pay out money in excess of the appropriation."

It would seem from the opinion, Mr. Goodwin notes, "that the only way open for the payment of these bills is

a special authorization by the Legislature."

With the communication, Chairman Goodwin returned the bills in question, which were sent to the commission by Supt Rourke at its request.

At a meeting two weeks ago the School Committee, at the request of the Board of Commissioners of School Buildings and after conferring with the Board, the corporation counsel and the city auditor, voted an appropriation order of \$100,000 on account for alterations and repairs of school buildings, to include "payments for liabilities covering emergencies and other necessary purposes incurred prior to Jan 1, 1930."

Tells of Deficit

Informed of the letter given out by the Finance Commission, Chairman Joseph J. Hurley of the School Com-

mittee related the history of this appropriation. He said that the old Schoolhouse Commission left a deficit of about \$73,000.

In December, prior to leaving office, he said, the commission requested the School Committee to transfer \$30,000 from one item in its budget to another.

The committee held up this request and wrote the commission asking why they wanted to have this done. The committee received no reply and, consequently, didn't appropriate.

When the new Board of Commissioners of School Buildings came into office they went over the bills left unpaid by their predecessors and decided that \$68,000 of the \$73,000 indebtedness should be paid and requested the School Committee to include this item in the first appropriation this year.

"We deferred action on that request until we could confer with the corporation counsel and the city auditor. Both said we could appropriate under the law. We had the advice of the authorities and we made the appropriation," Mr Hurley explained.

In Good Faith

Chairman Richard J. Lane, chairman of the Board of Commissioners of School Buildings, which supervises the activities of the new Department of School Buildings, said, when the contents of the letter were called to his attention, that when the board considered these unpaid bills that were left over by the outgoing administration it was felt that the work had been done in good faith, that the good name of the city was at stake, and that the money ought to be paid.

It was stated at the office of the Finance Commission that the old Schoolhouse Commission had exceeded both the appropriation granted it by the School Committee and the limit of 91 cents per thousand of valuation granted by the Legislature for alterations and repairs.

The Schoolhouse Commission had a total to its credit for this work of \$1,737,422.32. Of that, it expended a total of \$1,662,442.59, leaving an unexpended balance of \$74979.73. It went out with an indebtedness outstanding of \$148,718.70, leaving a deficit of \$73,738.97.

Post 3/21/30

WORK UPON TUNNEL TO START SOON

Defeat of Bill for Bridge Likely So to Result

Although the House committee on rules had reported in favor of admitting Mayor Curley's bill to allow construction of either a tunnel or a bridge between Boston proper and East Boston, the House yesterday refused to suspend its rules to admit the measure and it was referred to the next annual session.

ON VOICE VOTE

A four-fifths vote is necessary to suspend the rules to admit a bill for con-

sideration after the time for filing new business has expired, and there was so much opposition to the bridge bill yesterday that when Speaker Saltonstall declared the voice vote against suspension, no one questioned the vote.

The action of the House yesterday leaves the proposition of a tunnel, as provided by act of last year's Legislature, the only proposition with any standing and it is assumed that the Boston transit board will go ahead with the tunnel plans and construction at once.

The fact that several Boston members yesterday took the floor in opposition to any amendment of last year's act, which would allow the Mayor a choice between a bridge and a tunnel was a surprise. Mayor Curley, after conference with various business men and others soon after he went into office in January, decided to give consideration to a bridge instead of a tunnel. He was supported in this by Henry I. Harriman, Everett E. Stone of the State Department of Public Utilities and others, who contended that a bridge would provide better facilities for carrying for traffic and would be less expensive.

Representatives Carr of Jamaica Plain, Barker of East Boston, Casson of Roxbury and Anderson of the South End, all opposed admission of the bill, pointing out that the tunnel plan has been approved after years of consideration, and urging that the city should go ahead with it.

Representative Hearn of East Boston, although asking that the bill be admitted, said that the tunnel situation furnishes a splendid example of Massachusetts conservatism and lack of progress. He said that of the \$16,000,000 voted last year for tunnel construction, all that has been expended to date is some \$15,000 for preliminary investigation.

HOUSE REFUSES EAST BOSTON BRIDGE BILL

Gave City Choice on Tunnel or Overhead Plan

The Massachusetts House of Representatives by a voice vote yesterday refused to admit for consideration at the present session a bill which would give the city of Boston authority to construct either a tunnel or a bridge between Boston and East Boston.

Inasmuch as the city already has received legislative authority to construct a tunnel and has proceeded on these plans to some considerable extent, the new bill would have permitted the city to abandon the tunnel project if it saw fit and construct a bridge instead. It will be remembered that an unofficial opinion had been given by Commissioner Everett Stone of the Public Utilities Commission that a bridge would prove more desirable because of the smaller cost, and other reasons.

The Rules Committee of the House had reported recommending suspension of the rules in order that the bill might be admitted.

Committee's View Explained

Representatives Barker and Carr of Boston opposed admission. The former said that the building of a bridge would mean extensive land damages. Both stated that much time had been spent on the tunnel matter and everybody was satisfied.

In explaining the attitude of the Rules Committee Representative Jewett of Lowell said that Mayor Curley and Henry I. Harriman both favored a bridge, the latter declaring a bridge less costly and capable of carrying more traffic. For that reason the committee recommended suspending the rules.

In the opinion of Representative Casson of Boston the bridge idea was for purposes of delay. Approaches to a bridge would run back as far as the State House, said he.

One Proposes Mayor Decide

Representative Hearn of East Boston said he would vote to admit the bill, though a bridge would mean objectionable approaches in East Boston. He deplored the delay that had already occurred and said it was an example of the reasons why business leaves Massachusetts. The tunnel bill was passed last year and all that has been spent of the \$16,000,000 authorized is some \$50,000 for plans and surveys.

Urging that the bill be admitted, Representative Birmingham of Brighton said the Mayor of Boston should be given his option. He felt that the tunnel would cost more than \$16,000,000.

Representative Anderson of Boston opposed admission and said that all

that had been gained would be thrown away.

Debate on Permit to Speak

Then came a debate on the bill relating to conditions under which speeches and addresses may be made in public parks in cities. The Legal Affairs Committee, which is made up of lawyers, with one exception, Representative Martha N. Brookings of Gloucester, had reported the bill, with Mrs Brookings dissenting. The measure would allow speaking without permits.

The bill was opposed by Representative Lewis R. Sullivan of Boston, who charged that it was being "fostered by the Communist party."

Representative Finnegan of Dorchester said that England provides a great park where anybody may go and talk to his heart's content, and there is never any trouble. He did not believe that it should be left to the judgment of a police officer who held different views from the speaker to stop that man from talking. The demonstration in such a case would be more undesirable.

House Decides, 134 to 81

Representative Brookings declared the existing law was satisfactory and she could see no reason for a change. Park boards, said she, should be allowed to retain the right they now have to control speech-making in parks.

That the bill be killed was urged by Representative Arola of Revere. On the other hand Representative Barnet of New Bedford said that it merely made martyrs of those individuals who were denied the right to speak.

Representatives Connolly of Boston and Ginsburg of Boston favored the bill and Representative Carroll of Revere opposed it.

By a voice vote the House refused to pass the bill to be engrossed. On a rising vote there were 59 in favor and 58 against. Speaker Saltonstall then voted against, causing a tie and killing the bill. A rollcall was obtained and by 134 nays to 81 yeas the House refused to pass the bill to be engrossed.

Private School Vaccination

A lengthy debate was held on the bill to provide for the vaccination of pupils attending private schools. Representative Dever of Cambridge offered an amendment to provide that a pupil might be exempted upon presentation of an affidavit from either parent or guardian that he or she had conscientious scruples against vaccination.

The amendment was opposed by Representative Bell of Somerville, who said it was merely "drawing a red herring across the trail." Representative Washburn of Worcester also opposed it and said it would nullify the bill.

The bill was opposed by Representative Donaldson of Brockton, who said she did not object to vaccination of public school pupils, but felt it should not be extended to private schools. Representative Otis of Pittsfield was also against it.

Passed to Engrossment

The bill was defended by Representative Burrows of Lynn, who is a physician; Representative Holden of Attleboro, also a physician; Representative Basinet of Webster, Representative

Birmingham of Boston and Representative Gray of Swansea. Representative Estabrook of Haverhill favored the Dever amendment, while Representative Ingalls of Lynn opposed the bill.

Concluding for the Committee on Public Health, which had reported the bill, Representative Bell said he had no wish to "tear down any man's religion provided he had a religion." He said there are people who employ lawyers "not only to oppose vaccination but all laws regarding public health."

The Dever amendment was rejected by a rising vote of 86 to 34 and by a voice vote the bill was passed to be engrossed.

FIGHT HIGH DUTY ON BELGIAN CEMENT

Gov Allen and Curley Aid Boston Effort

Believe Prohibition Tariff Would Hit Ship Business

A determined fight against the attempt to impose a prohibitive duty upon cement from Belgium has been started by the ship brokers, steamship agents, longshoremen's unions, trucking and warehouse agencies combined with all citizens interested in the development of the port of Boston.

Gov Allen and Mayor Curley are both aiding in the effort to induce the Congress to refrain from imposing the duty contemplated. The Senate is in favor of a duty of 24 cents a barrel and the House favors a duty of 30 cents a barrel upon imported cement.

Approximately 180,000,000 barrels of cement are used in this country annually but only about 2,000,000 barrels of this are imported. Of these 2,000,000 barrels about 400,000 come to Boston annually which will comprise 20 steamship loads a year in addition to what comes by other lines.

Cement has been brought to \$2.25 a barrel but with the proposed duty it will immediately tend to boost the price to a figure which will be almost prohibitive, it is claimed. Without the duty competition will be sharper and prices will be lower, it is claimed, and there will be employment for all workers along the waterfront and more sailings from Boston.

The imposition of so high a duty as contemplated will result in the creation of a monopoly in the cement industry, it is held.

Arthur Lane, traffic manager for Rogers & Webb, ship brokers and steamship agents, at 110 State st, is taking an active part in the campaign against the duty.

Mr Lane said that with ships bringing cement from Belgium to Boston he is sure that if a duty is imposed upon this cement, fewer ships will enter this port.

Mr Lane pointed out that cement shipments have been responsible for bringing an average of 20 ships a year to Boston and that these craft bring other things besides cement which gives employment to workers and boats.

Post 3/21/30

GOODWIN HOLDS UP PAYMENT

**\$73,000 in City Bills
Are Declared
Illegal**

Chairman Frank A. Goodwin of the Finance Commission late yesterday stopped payment on several hundred bills aggregating over \$73,000, which were contracted by the old Schoolhouse Commission before leaving office at the end of last year without sufficient funds in the treasury to meet them.

NEED SPECIAL ACT

Although the school committee two weeks ago appropriated \$100,000 for the payment of the bills, as well as other emergency items that may come up this year, the Finance Commission in a report last night expressed the opinion that the payment procedure was illegal, and insisted that a special act of the Legislature must be passed before the payments can be legally made.

The report stated that the law permitted the school committee to appropriate \$1,662,442.59 as a limit for the repair and alteration of schoolhouses during 1929, and it has no right to pay the bills amounting to \$73,735.97, which exceeded the limit fixed by the Legislature for last year.

The Finance Commission to support its contention quoted an opinion handed down by former Corporation Counsel Arthur Dehon Hill in 1921, finding that it was illegal for departments to contract for expenditures in excess of their annual appropriations limited by law.

Declaring that such procedure would nullify the law, Mr. Hill stated: "It is manifest that this would allow, by the simple process of holding back bills, the creation at the end of a fiscal year of a large apparent balance of free cash which had no real existence. It would allow an outgoing administration, which might be corrupt or extravagant, to cripple an incoming administration by the creation of obligations, to meet which the outgoing administration left no available funds."

Hurley Disagrees

Chairman Joseph J. Hurley of the school committee stated last night that his board had appropriated the \$100,000 to meet the holdover bills on the advice and with the consent of Corporation Counsel Samuel Silverman and was guided by his legal opinion.

Last night Mr. Silverman stated that he agreed with the opinion of former Corporation Counsel Hill, but explained that the opinion did not apply in the current case. "The current bills were

contracted to meet emergencies, and under the law emergency items must be paid, even though the city has exceeded its appropriations. The city is obliged to pay these bills and can legally do so without further recourse to the Legislature."

That the city had already saved about \$8000 on the bills left by the old commission was the announcement made last night by Chairman Richard J. Lane of the new Commission on School Buildings.

He declared that every bill had been investigated by the new officials in the school buildings department and it was found that the money was due to honest people who had performed the

emergency work in good faith and who expected that the city would deal honestly with them.

"I see no reason why we should be expected to go to the Legislature to obtain further authority to pay these bills," said Chairman Lane. "The city owes the money in payment of work honestly performed and should deal honorably with its creditors."

The new officials will confer today to determine what action they shall take on the bills left by the old commission.

HIGH TRIBUTE IS PAID TO ANDREWS

**Rear-Admiral Guest at Testimonial
Dinner---Says Boston Yard Can
Never Be Closed**

The navy yard here can never be closed, Rear Admiral Philip Andrews, commander of the First Naval District, declared in his response at the testimonial dinner tendered him in the Copley-Plaza Hotel last night, in the nature of a farewell on the approach of his retirement from the service.

PAID HIGH TRIBUTE

Distinguished citizens, high ranking officers of the navy and army, and women guests joined in paying tribute to the record of achievement of the admiral amid surroundings which had a distinctly naval touch, with a boatswain's crew piping him "over the side" as he entered the great dining hall, the navy yard band playing, and a big detail of marines acting as guard of honor for the head table guests.

In front of the admiral's seat was a huge white model of the U. S. frigate, Constitution (Old Ironsides), to preserve the original of which he has served as chairman of a national committee, and behind him a smaller model hewn from a piece of the original wood of the ship by David Oakes of Belmont during 15 months of confinement to his home with a broken back.

Governor Allen brought the congratula-

tions of the Commonwealth, Superintendent of Schools Jeremiah E. Burke, representing Mayor Curley, those of the city and the school children who contributed to the reconsecration of Old Ironsides; Henry I. Harriman, president of the Chamber of Commerce of the business interests of the port of Boston, and Rear Admiral William S. Sims, retired, the felicitations of an old friend and the navy.

For 40-Foot Channel

Admiral Andrews, in his address, called for a 40-foot channel in Boston harbor, with adequate steamship docks and railroad connections to assist nature in putting the port of Boston on the commercial map in conformity with her capabilities. He hoped a policy of parity by the Navy Department would bring enough new light cruisers to keep a uniform and fairly large force continuously employed at the yard, and urged that permanent employees in the Navy Department receive more generous pensions from the fund built by contributions from their pay. He advised a longer tour of duty for commandants of the district and the yard, in the interests of better and more efficient service to the navy and the community.

And, in concluding his remarks, he served notice that he was not going to leave New England, unless he was offered a job which, in justice to his family, he could not refuse, declaring that, at 64 years of age and after 48 years in the navy, he intended to keep right on working.

HERALD 3/21/30

SAY MORE TAGS BEST SOLUTION

Chamber Members Demand Parking Rules Be Enforced

HOLD BAN WOULD INJURE BUSINESS

Strict enforcement of existing rules rather than new regulations is the ultimate solution of the down-town traffic congestion in the opinion of the committee on traffic control and safety of the Boston Chamber of Commerce.

A proposal to ban dead parking in the down-town area and on Beacon Hill, proposed by the committee on street parking control, with the backing of important financial interests including Harris, Forbes & Co., Bright, Sears & Co. and Lee, Higginson & Co., is now pending before the traffic commission. They believe it would be only fair to have a trial of the merits of the proposal by barring all dead parking temporarily on the most congested streets.

The members of the retail trade board of the chamber of commerce, headed by Secretary Daniel Bloomfield of the board and representing all of the retail stores in the downtown area, just as emphatically declare the proposal to be a destructive suggestion for traffic relief and that it would injure retail business and decrease real estate values in the district.

STRESSES ENFORCEMENT

A statement issued last night by E. J. Brehaut, executive secretary of the chamber of commerce committee, declared the enforcement problem the most important. The statement said in part:

The chamber consistently has urged a policy of applying no-parking rules to congested streets where the need exists and where the police department are enabled to enforce them. The adoption of better methods of arresting violators is a problem on which they are now working.

The committee recently submitted a report on the conditions in Chicago, the first city in America to abolish parking altogether. In it, conditions there were compared to those in Boston. As the next step, it is planned to prepare a final report in which will be outlined recommendations to improve Boston conditions.

Acting on petitions, the committee agrees that parking conditions in the office-financial district should be improved. A blanket prohibition is the method suggested which will cope successfully with the problem, although the committee realizes that the enforcement in adjacent areas will be made more difficult.

AID TO BUSINESS

Traffic regulations in business districts are designed as an aid to business. Consequently when it is the well-considered opinion of a large group of business firms that their interests would be better

served through added parking restrictions, the committee believes that such an opinion should be the controlling factor. The opposition of retail and wholesale firms to important parking restrictions applied in their areas is another factor which will be considered in the final report.

The chamber also suggests just what a no-parking rule means. If and when a blanket prohibition of parking is applied to any area in Boston, they submit that it must go the whole distance and permit only a minimum of exceptions.

Three significant features of the present problem are outlined by the chamber as follows:

FEATURES OUTLINED

There are three significant features in the present discussion of the parking problem. First, it is conceded that different sections of down-town Boston have different requirements and that this variance should be recognized in the formation of parking regulations. This suggestion was made by the chamber several years ago. Second, a large and important group in the business community is petitioning for further parking restrictions in the area in which this group is situated. Third, it is proposed that the city abandon the so-called selective method of imposing no-parking rules upon specific streets and adopt in its place a blanket prohibition covering a defined area. The office-financial section of the central business district has been suggested as the area to which this prohibition should apply.

Alexander Whiteside, counsel for the committee on street parking control, said last night:

I am solely interested in the parking problem in the financial district. The police commissioner, Deputy Superintendent Goode and Capt. Hoppe have always said it is impossible to enforce the parking laws because of the lack of men. An officer must make three visits to a car in most cases in order to enforce the hourly parking regulation. Eliminate parking entirely in the financial district and if that isn't enforced the police have no excuse."

POST 3/21/30

DENIES REMARK BY SILVERMAN

Hurley Declares It Never Was Uttered

No witnesses were introduced yesterday before the legislative committee on municipal finance to support the charge against Samuel Silverman, corporation counsel for the city of Boston, by Representative John K. Joy of Springfield, clerk of the committee, to the effect the former recently uttered discrediting remarks about that body.

In support of Silverman's denial that he ever spoke in an unfitting manner about the members of the committee, Joseph J. Hurley, chairman of the school committee, emphatically declared that he heard no reflecting statements made by Silverman when he, Silverman, Joy and others were riding down in an elevator in the State House.

When Silverman was testifying, by request, before the committee yesterday he remarked, "I absolutely did not say anything of the kind, and if any such statements were made the only one who heard them was Representative Joy."

None of the members of the committee would give out any information relative to what had taken place at the hearing which was a private one. At its conclusion though, Senator Frank W. Osborne of Lynn, Senate chairman of the committee, gave out the following statement: "The committee has taken the matter under advisement. At this time nothing can be said as to when a further statement will be made."

URGES RUSHING PUBLIC WORKS

Painters' Council Appeals to Allen and Curley

James T. Templeton, secretary-treasurer of Painters' District Council 41 of Boston, was last night instructed at a meeting of that body at 1125 Washington street to address communications to Governor and Mayor Curley, requesting them to use their offices in bringing about an immediate starting of work that will bring speedy relief to their army of unemployed. The council represents a membership of more than 4000 workers, and it was stated last night that more than half of them are idle, and have been so for the greater part of the past winter.

Mr. Templeton declared last night that organized painters and, in fact, organized building trades mechanics, had never been so hard hit by unemployment as at present, and during the past few months. He stated that there was little hope, in sight unless emergency work and other needful projects are rushed by the executives of the city, State and big business. Announcement, he pointed out, had been made of many contemplated projects, but the only need is for them to be gotten away at once.

Curley Opens War on Crime to Make City Safe for Tercentenary Visitors

If judges will impose 25-year state prison sentences on third offence criminals; hold pickpockets and other real criminals in \$25,000 bail and prevent lawyers furnishing the usual \$5000 bail for clients and then advising them to go out and do another job and pay back the amount of the bail they intend defaulting, Mayor Curley believes he will be able to make Boston safe for millions of visitors during the tercentenary celebration.

He confided this to 350 members of the Boston City Federation at their monthly meeting at the Y. W. C. A., yesterday, revealing that he is taking part in an official drive on crime here.

The mayor said that he called a conference with the judges, the district attorney and the police commissioner several weeks ago, urging their co-operation along these lines, and expressed his confidence that a working agreement will be entered into which will serve

as a warning to all criminals to keep away from Boston during the tercentenary particularly, and advisedly at all other times.

He said that if the newspapers could be relied upon, Boston seemed to be a city where criminals could operate with a fair degree of safety, and it was this assurance which he wished to disabuse.

Commenting briefly on the Garrett case, the mayor said—"if the mayor of Boston had control of the police department there would be fewer milkmen and more policemen on the force. There is apparently something wrong in the police department, from the prices they have been charging for milk."

He said that upon returning to the office of mayor he found that the cost of policing the city had increased from \$4,000,000 to \$6,000,000—since 1925, the end of his last term.

LANE SAYS BOARD ASSUMES BLAME

Advised School Committee to Vote \$68,000 to Pay Bills

Richard J. Lane, chairman of the board of commissioners of school buildings, yesterday announced that his board assumed responsibility for advising the school committee to appropriate \$68,000 to pay bills of the old schoolhouse commission which came under the "emergency clause" of the city charter.

Chairman Lane's statement was in answer to a statement issued by Frank A. Goodwin, chairman of the finance commission, who said he "assumed the school buildings commission had assumed the burden of determining whether the bills in question are emergency bills or not."

Mr. Lane's statement follows in part:

I notice the statement of Mr. Goodwin, chairman of the finance commission, in which he says that the present board of commissioners of school buildings has assumed the burden of determining whether the

bills in question are emergency bills or not. My only reply is that the present board of commissioners of school buildings is willing to assume any responsibility that the law placed upon it; but as a matter of fact, in this particular instance, it was the old schoolhouse commission which established that a large part of the outstanding bills were emergency matters in accordance with the provisions of chapter 486 of the acts of 1909. Personally, I know no reason why the present board of commissioners of school buildings should undertake to question the decision of the prior schoolhouse commission.

It seems to be that the good name of the city requires that these matters be settled without litigation or further delay.

Mr. Goodwin said, in part:

The question as to whether or not there was such an emergency must have been determined by some one, and from the statement of Richard J. Lane of the new schoolhouse board I would assume that his board has passed upon that question. This places the responsibility upon Mr. Lane and his associates and not upon either the school committee or the corporation counsel.

Dr. Beale's Report Indicates London Borough Plan Can Be Applied Here

A report indicating that the London borough plan of a central government for a group of closely related but independent cities could be applied to a unified Greater Boston was submitted to Mayor Curley's conference on metropolitan Boston by Prof. Joseph H. Beale of Harvard, its chairman, in a closed meeting at the City Hall yesterday.

Although the conference voted not to make the report public, its general import was indicated by Dr. Beale in a statement to The Herald last week in New York on his arrival there after his intensive study of the London system.

The tenor of the report was that a group such as the 40 cities making up Greater Boston could unite under an elective administration, approximating the London county council, for such general functions as fire, police and health protection, water and sewage maintenance, and park development. This could be accomplished while the

co-operating cities maintained their separate identities and government in purely local matters.

Although no reason was given officially for withholding the Beale report from the press, it was indicated that the conference wished to consider it in its relationship with other aspects of the plan of a metropolitan Boston, thus perhaps not accepting some of its conclusions, before making it public.

After being discussed in the conference, the report was given to the political committee, of which the chairman is March G. Bennett.

Just how far the admittedly successful London borough system would be followed in working out a plan for a metropolitan Boston it is not yet possible to determine.

Its provision for permitting the various co-operating units to preserve themselves as independent entities is a strong point in its feasibility for application here, however, as Dr. Beale pointed out in New York and probably in his report.

That the Beale report will have an important part in the final formulation of plans for unity of government of the metropolitan area is considered certain, as the London system is considered a model of municipal administration of this type.

BOSTON PRIEST, NUN IN DANGER

Brother of Mayor Curley's Secretary With Party Trapped by Chinese Communists



BISHOP JOHN A. O'SHEA
Missionary in China reported to be
besieged by Communists.



THE REV. JAMES CORBETT
Dorchester priest trapped in China
by Communist troops.

WASHINGTON, March 21 (UP) —With 11 American Catholic missionaries reported besieged in Kanchow, China, by Communist Chinese, the State Department today informed the Rev. John J. Burke, general secretary of the National Catholic Welfare Conference, that all missionaries in Southern Kiangsi, the province where Kanchow is located, should be withdrawn as soon as possible.

HUB FOLK IN GROUP

Further, said the department, they should stay out of the territory "until safe conditions are restored."

Following is the list of missionaries who were in Kanchow Jan. 1:

Bishop J. A. O'Shea, Deep River, Conn., head of the mission; F. L. Cahill, Germantown, Penn.; J. J. Corbett, Boston, and Vincent Delude, South Boston, Mass.; Francis J. Stauble, Rochester, N. Y.; and Mary C. Beggs, Clara Louise Groell, Anselma Jarboe, Emily P. Kolb, Helen C. Lucas, Sarah A. O'Neill, and Annie Strable, all of Emmetsburg, Md.

The mission was established by the Vincentian Order, the head of which is the Rev. Robert A. Lennon, St. Joseph's College, Emmetsburg, Md. State department officials assumed that one of those listed escaped from Kanchow before the Chinese communist troops advanced.

The department revealed how Bishop O'Shea had transmitted at least three appeals since last Dec. 1 to the American legation at Peiping, asking protection for his mission.

Troops Promised

The last warning of danger came from Edward Young, American missionary at

Nananfu, in Kiangsi Province, who was captured and released by bandits several months ago. Young declared that Kanchow was besieged, that the danger was "very grave," that Bishop O'Shea and 10 Americans were trapped and asked that help be sent quickly.

In a message accompanying Young's telegram of warning, Douglas Jenkins, the American consul-general at Canton, informed the State department that he immediately took the case up with the local government, which he said, promised to order General Liu and Nananfu to send relief troops.

Brother of Mayor's Aide

**Father Corbett Has Been Located in
China for Six Years; Wrote in
Last Letter of Preparing to Leave
Country on Furlough**

The Rev. James Corbett, reported as one of the American Catholic missionaries trapped by Communists in China, is a brother of Arthur Corbett, secretary to Mayor Curley and was last heard from in a letter received a couple of weeks ago at his home, 53 Chelmsford street, Dorchester. He was preparing to return on a furlough after six and a half years at his post as procurator at Kanchow.

News of his danger is being kept from his mother, Mrs. Mary Corbett, as she has been ill for the past week or two, it was stated last night.

Sister Vincent Louise DeLude, mentioned in despatches as among the trapped missionaries, was a nurse at the Carney Hospital in South Boston, although her family lives in Detroit. She left as one of the Vincentian band which sailed for China a year and a half ago, going with Sister Anselma Chrabo, formerly of Washington, but latterly superintendent of nurses at St. Margaret's Hospital in Dorchester.

Bishop John A. O'Shea, from Deep River, Conn., has headed the Vincentian Order's missionary band at Kanchow for years. He is coadjutor of the vicar apostolic there.

Father Corbett in his last letter told of trouble brewing in the Province of Kiangsi, with "Red" soldiers creating conditions of danger. He said that he was ready to start home on his furlough, but could find no way of getting out on account of the "Red" forces. The usual way out, down the Yangtze River to Shanghai, was cut off, he wrote, and the only other route, which was over the mountains and across country to Hong Kong, was extremely hazardous, so he intended to wait a while longer before attempting to leave.

He said there had been lots of trouble, that the city of Kanchow had been besieged by the Communists, and that only the arrival of American and European troops could keep the city under control. Kanchow was actually captured by the "Reds" a year ago, who looted the place, occupied the Vincentian Hospital as a barracks, but on that occasion killed no foreigners.

In China Six Years

Father Corbett has been in China six and a half years. He directed the building of the hospital which has a capacity to care for 4000 patients. He celebrated his first public mass in St. Matthews Church, on Stanton street, Dorchester. He was ordained in Philadelphia. He went to St. Peter's School in Dorchester and attended Niagara University, and studied for the priesthood there and at the Vincentian headquarters at Germantown, Penn.

Curley Sees Wilson and Foley in Law Campaign

PROBING POLICE STOCK DEALINGS

Attorney-General Warner, it became known yesterday, is conducting a sweeping investigation of all stock market operations in which any member of the Boston police liquor squad may have been involved. This with the purpose of gaining all possible evidence that may shed light on the operations of Oliver B. Garrett and without reflecting on any particular member of the squad. The probe is also including the accounts of the wives of the members of the liquor squad.

A communication has been sent to every brokerage house and investment department of banks in the State in the search for information along this line. The names of the following 18 persons, sent out in the communication, characterized as confidential, are included:

Daniel J. Hines, Elizabeth F. Hines, George W. Patterson, Nellie J. Patterson, Nellie J. O'Connor, Thomas F. A. Daley, Bertha Daley, Oliver Bridge, Vivian Rossi, Bertha J. Donovan, Bernard H. McGinnis, Mea L. O'Brien, Mae L. McGinnis, Mae L. Feeley, Mae L. Fales, Arthur M. Tiernan, Gertrude A. Bullen, Gertrude Tiernan, Gertrude Carlton, Gertrude Foley, Dudley Mulrenin or Mulreanin, Annie Mulrenin or Mulreanin, Annie M. Kane or Kaine, Florence Woodside, Florence Reden or Redden, Florence H. Reden or Redden, F. H. Reden or Redden, Oliver Bridge Garrett, Henry LaCroix, Henry J. LaCroix, Rezeda LaCroix.

Amazed at the revelations which have been brought to light thus far in the investigation of former Patrolman Oliver B. Garrett, concerted action has been started by all public officials in the city charged with law enforcement to rid Boston of its criminal population which has attached itself to the ring dictating the distribution of alcohol and beer in the city.

Yesterday it became known that Mayor Curley, following the evidence brought to light in Attorney-General Joseph E. Warner's probe of Garrett, called a private meeting 10 days ago at his office which was attended by District Attorney William J. Foley and Police Commissioner Herbert A. Wilson to discuss law and order and co-operate with the Attorney-General in ridding Boston of the little group of racketeers that are "running the city."

It is known that the Mayor has taken a deep interest in the Garrett

case and yesterday announced that he intended to have further conferences with the police commissioner and district attorney with the hope of starting a new drive to round-up the big and little thugs and racketeers whom he claims have found a haven in Boston.

Those plans he divulged in an address given before women members of the City Federation of the Y. W. C. A. yesterday.

WITNESSES "BALKY"

While the Mayor was making sarcastic comments on "milk pedlers" in the police department the Attorney-General and his assistants at the State House were hammering away at the Garrett case, endeavoring to pin down several witnesses to vital information that bears on Garrett and his operations as leader of the liquor squad.

WILSON MUM ON CURLEY'S ATTACK

"I have nothing to say," Police Commissioner Herbert A. Wilson declared yesterday on reading Mayor Curley's attack upon the police department, made before the City Federation of Women's Clubs at the Y. W. C. A. His comment was made after reading the first two paragraphs of a digest of the Mayor's speech, which interested him visibly but caused him to shake his head disapprovingly.

He read two paragraphs further and then folded up the printed matter. "No," he said with emphasis, "I have absolutely nothing to say about it."

NOT FOR JUDGE SULLIVAN

We doubt that Judge Michael H. Sullivan would consent to be superintendent of the public schools of the city if a vacancy should arise. That he rendered a fine public service as chairman of the School Survey, and invested therein as always in any work he undertakes, a huge amount of time and labor, is recognized by all our citizens. But for two reasons, aside from his own personal preferences, we feel sure he would not go into technical education.

For one thing, he is happy where he is. As Judge of the Municipal Court he occupies a position for which by training and native ability he is admirably fitted and wherein he has a right to feel that he is extremely useful. For another thing, as superintendent of schools he would undertake a work for which he has had no special training and for which his native endowments might not especially fit him. It might easily happen that both he and the public would soon conclude that an excellent man had been placed in the wrong position. Mr. Sullivan is a lawyer and a judge; the superintendent should be primarily an educator, with technical acquirements, although other qualifications are also important.

CURLEY ACTING

Tells Women Hearers of City Federation of Plans to Drive Out Criminals From Boston and Keep Them Out—Strongly Critical of Police Department

Confiding to 350 women his plans to drive criminals out of Boston and keep them out, Mayor Curley yesterday told the City Federation at the Y. M. C. A. that if he were in charge of the police there would be "more patrolmen and fewer milk pedlers."

Referring to the testimony in the Garrett probe, the Mayor declared, "There is something wrong with the police department of Boston. That is apparent from the price that is being charged for milk right now."

Declaring that criminals considered Boston a safe haven in which to ply their trade, the Mayor let the women in on the secret that he had called a conference with Police Commissioner Wilson, District Attorney Foley and court justices for the purpose of waging war on the underworld here and making conditions unprofitable for refugee bandits from Chicago, New York and other cities.

For War on Bail Jumping

He informed the women that he was not ready to make his plans public as the details were being worked out with the co-operation of the justices of the Central and Superior Courts, pending a conference the first of next month.

"The underworld element," he confided, "is operating in this city with a more than reasonable degree of safety and I intend to move for a policy under which a person committing a capital crime here will be subject to bail of not less than \$25,000."

"Bail jumping has become too common a practice. There are some lawyers who put up \$5000 bail now for a yeggman and then tell him to go out and crack another safe to bring the money back. Raise the bail to \$25,000 and this practice will end," said the Mayor.

"I should like to see an habitual criminal law enacted like the Baumes Law in New York, giving a criminal 25 years in prison with no suspensions and no placing on file."

The Mayor's sudden divulgence of his plan for stricter law enforcement, came during his scheduled address on budget-making at City Hall.

He declared that the cost of conducting the police department had advanced from \$4,000,000 to \$6,000,000, since he was last Mayor in 1925, despite the installation of traffic signals which were recommended to relieve the policemen.

Although there is a policeman for every 170 male inhabitants of the city, and Boston has the largest police force per capita and per acre of any city in the world, he said, "there is an increasing desire to violate every law. Of course, there must be something wrong, judging by the price they have been charging for milk, but it is only one of so many problems."

"The situation, as it now stands, has caused a growing disrespect for the law, notwithstanding the tremendous increase in the cost of the police department, the courts and the prisons."

Following the receipt of reports from District Attorney Foley and Police Commissioner Wilson, the Mayor will confer with them and the judges at Pemberton square, to draw up a programme for stiffening the penalties for criminals here.

Mayor Gives De Valera Tip on Leadership

Political Advice Brings Denial from Irish Leader That He Is a Destructionist

As a general practice civic greetings to distinguished guests, while expanded into more words, boil down to the conventional "glad to meet you." This did not hold for the call of courtesy Eamon de Valera, T. D., chancellor of the Irish National University, paid Mayor Curley at City Hall this morning. Instead, the Irish leader, when the River Shannon hydro-electric project came up in general conversation, found himself listening to a lecture on political philosophy, and the gist of that lecture by Mayor Curley was that being constructive, not adopting a destructionist policy, was his solution for Irish problems.

Mr. de Valera, who is to speak tomorrow night at a mass meeting in Symphony Hall, arrived this morning from Philadelphia on a two-day visit in connection with the promotion of subscriptions to the Irish national daily newspaper, the Irish Press, Ltd., was met at Back Bay station by a committee of which John T. Hughes was chairman. After registering at the Copley Plaza Hotel, he called at the State House and later visited City Hall. He was received at the State House by Attorney General Joseph E. Warner.

It was at City Hall that the Irish leader came upon a rift in the generalities and polite expressions usually exchanged at such meetings. When the River Shannon project came up the mayor took exception to the stand of Mr. de Valera and his followers in opposing this \$6,000,000 project, which they asserted was more advantageous to England than to Ireland. The mayor took his caller up on the ground that no nation ever could go ahead on the philosophy of tearing down. He called attention to the manner in which Von Hindenburg took over the presidency of the new Germany and began to build and implied that possibly Mr. de Valera was not doing this. Mr. de Valera declared he was not a destructionist but was for a united Ireland. The mayor said he was in favor of the Irish republic but stood for constructive rather than destructive measures as the only way, he said, by which Ireland would ever prosper. Mr. de Valera found champions in his committee who called the attention of the mayor to the fact that Lincoln was forced to use destructive measures to advance his program of a united country.

The Irish leader, in an interview en route to his first engagement, said he was here in behalf of the national newspaper which is projected on an estimated capitalization of \$1,000,000. Already \$525,000 had been raised in Ireland and approximately \$140,000 in the United States. Massachusetts has yet to raise \$20,000 or \$30,000 of the \$75,000 quota here. Mr. de Valera said it was the suggestion of the promotion committee in New York that those who are receiving payment on the Irish Republic bonds of 1919 and 1920 assign this interest to the newspaper enterprise.

Give Us the Elevator

Legislature Should Act Quickly to Aid Boston Port

GOVERNOR ALLEN'S call to the Legislature, following the suggestion of Mayor Curley, asking the State lawmakers to establish a modern grain elevator in South Boston, is the first move of real consequence in the effort to restore the Port of Boston to its rightful place as an Atlantic shipping point.

We have only to go back to a few years before our participation in the World War to find Boston served for passenger and freight by many lines of steamers and big vessels at that. These vessels made Boston a TERMINUS and the passenger business as well as the freight was profitable.

Cargo, however, is necessary to the operation of any steamship line, and the grain shipments that formed the base for all these vessels gave them a foundation on which they built all their other business. In 1915 there was shipped from Boston 16,700,000 bushels of grain. Last year this had fallen off to less than 4,000,000. This tells the story. Get back this business and Boston will thrive as a port.

A modern grain elevator, such as is suggested, would contribute enormously to the expansion of commerce here.

The Governor has asked the committee on metropolitan affairs to act promptly in providing for a study of the question by the Boston Port Authority and the Department of Public Works. Study by all these bodies should produce a report to the present session of the Legislature, the Governor thinks.

Boston's wharfage facilities are second to none, and as has been repeatedly stated, we are nearer to all the great ports of the world than New York, Baltimore or Philadelphia.

With the right sort of effort it should again be possible to see any day six or eight ocean liners tied up at Boston wharves profitably handling business flowing through this port.

City Seeks Its Due

Not at the Expense of Innocent Water Users, However.

THE Boston Water Department has wisely refrained from indiscriminately shutting off the water supply from Boston houses in which water bills have not been paid.

Tenants should not be deprived of water when the full responsibility is on the owner of the building. In the past there have been several instances of shutting off water where it has seemed to us that tenants have been harshly dealt with. Mayor Curley's instructions to the Water Department in the present instance are wise. Only delinquent owners who occupy property will be proceeded against drastically at first. Afterward a proper way will be found to get the city's due. Water bills owed Boston should be collected, but not at the expense of innocent occupants of the property.

Mayor Curley

Raps Police

"SOMETHING WRONG," HE SAYS

"Fewer Milkmen, More Policemen Needed"

"If the Mayor of the city of Boston had control of the police force, there would be fewer milkmen and more policemen on the force," said Mayor Curley this morning.

Not only saying: "There is something wrong with the Police Department apparently, from the price they have been charging for milk," Mayor Curley confided to 350 women that he has had a conference with the district attorney, the Police Commissioner and representatives of the courts, and has planned a get-together for some time next month to deal with a way to prevent Boston being a haven for criminals thrown out of Chicago and New York.

The habitual criminal, it is planned, will be given 25 years in the penitentiary, no suspensions, no placing on file, and the person held for a capital trial will be held in \$25,000 bonds minimum to prevent yeggmen from going out on \$5000 bonds "put up by an attorney who tells him to go break another safe and give him back the \$5000."

Mayor Curley was addressing the members of the Boston City Federation.

Policeman for Every 170

"Boston is a city," he said, "if we can believe what we read in the papers, where the criminal element operates with a degree of safety."

Mayor Curley was speaking on the budget, the 34,000 items and the increase in the amount of police expenditures since last he was Mayor.

The power of the Mayor over the expenditures of the police force is so limited as to represent no power at all, he said. He has noticed, he said, since returning to the Mayoral office, that despite the installation of elaborate signal systems, there have been increases in the number of po-

licemen on the force—"although a signal system would presuppose there would have to be fewer policemen"—until there is one policeman for every 170 male inhabitants in the city of Boston.

"Boston has the largest police force per capita and per acre of any city in the world. Of course there must be something wrong from the price they have been charging for milk, but it is only one of so many problems."

He told of the way the cost of conducting the activities of the Police Department has gone from \$4,000,000 to approximately \$6,000,000 since 1925, when he left office, or an increase of almost 50 percent, "notwithstanding the fact that there is an increase in the activities of the prosecution department of the Commonwealth and counties and an increase in the courts, an increase in the expenditures for institutions. There is also," he notes, "an increasing desire to violate every law."

His conference next month is particularly to make Boston an unsafe place for criminals to circulate. He plans to have the criminal who comes into court for the third time get 25 years in the penitentiary if convicted. And if the \$25,000 bail is set for yeggmen he believes the cost of law enforcement will decrease.

Help Given 3800 Families

The address took place in the auditorium of the Young Women's Christian Association, where the federation was in session for its monthly meeting. Mayor Curley, in speaking of the police, said facetiously he wasn't ready to make it public yet, "but I will tell you," whereupon the audience of 350 women laughed, and Mayor Curley smiled with them.

One of his subjects was the dole which, he said, although people do not know it, is in operation in this city right now. It is a serious situation, he said, with 3800 families receiving help because of the inability of the man of the family to get work and provide for them, and 1000 men and women, "not old men, not old women," getting \$5 a week to save them from becoming criminals because of being destitute.

Some element of society is neglecting its duty, he said, to have this condition existing and how to work out the problem he doesn't know. He doesn't believe in cutting off the aid, because they must live. He doesn't believe in ruining the self-respect and letting an American's habitual spirit and zeal peter out by the continued acceptance of what is nothing more nor less than a "dole."

He outlined the employment tragedies arising out of considering of men and women "old when they are only 40 or 45." In two months this year

the amount expended to keep body and soul together of the destitute persons in this city has been \$500,000, so that, if it kept up at that rate, \$3,000,000 would be spent in this way this year. That is more than twice as much, he said, as would normally be expended in a year.

Takes Jab at Legislature

He took a jab at the Legislature, mentioning the slowness with which it takes up propositions the city has tried to arrange to give employment to people in Boston. He spoke of the city's proposal to modernize 100 miles of Boston streets. To make them smooth would mean the expenditure of \$10,000,000.

Some reconstruction at the City Hospital would provide work for a number of women, "at a miserable salary," but work, and the proposed Strandway project to give a harbor boulevard would provide work for another 100 men. But these will not anywhere near solve the situation and would alleviate the need of but a few of the 3800 families, he pointed out.

"When an American genius for invention puts many people out of work something must be put in its place to provide other work," he said. "Work, wages and worry seem to be the problems of the person, the city, the State, the country through the ages. We will either provide a degree of economic justice or take the consequences. He said that if America does not give opportunities for work for its population, the Communists will be marching in every city and town.

"Hoover in his efforts to remedy the situation has not received the cooperation he is entitled to," said Mayor Curley.

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CURLEY STARTS PLAN TO OUST CRIMINALS

Mayor Charges 'Something Wrong' With Police Here

Need Fewer 'Milkmen,' He Says— Advises Drastic Penalties

Revealing the information that he has had a conference with the District Attorney, the Police Commissioner and representatives of the courts to draw up plans for a conference next month which will deal with the problem of preventing Boston from becoming a haven for criminals thrown out of New York, Chicago and other cities, Mayor Curley yesterday told 350 members of the Boston City Federation that "if the Mayor of the city of Boston had control of the police force there would be fewer milkmen and more policemen on the force."

"There is something wrong with the Police Department apparently, from the price they have been charging for milk," the Mayor said. He asserted that Boston is a city where the criminal element seems to operate with a degree of safety.

To Give Criminals 25 Years

The conference next month, Mayor Curley declared, will recommend that the habitual criminal will be given 25 years in the penitentiary, no suspensions, no placing on file, and the person held for a capital trial will be held in bonds of \$25,000 minimum to prevent yeggmen from going out on \$5000 bonds "put up by an attorney, who tells him to go break another safe and give him back the \$5000."

Contending that the power of the Mayor over the expenditures of the police force is so limited as to represent no power at all, Mayor Curley said he has noticed, since returning to the Mayoral office, that despite the installation of elaborate signal systems there have been increases in the number of policemen on the force—"although a signal system would presuppose there would have to be fewer policemen," he commented—until there is one policeman for every 170 male inhabitants in the city of Boston.

"Boston has the largest police force per capita and per acre of any city in the world," he continued. "Of course, there must be something wrong from the price they have been charging for milk, but it is only one of so many problems."

He told of the way the cost of conducting the activities of the Police Department has gone from \$4,000,000 to approximately \$6,000,000 since 1925, when he left office, or an increase of almost 50 percent, "notwithstanding the fact that there is an increase in the activities of the prosecution department of the Commonwealth and counties and an increase in the courts, an increase in the expenditures for institutions."

"There is also an increasing desire to violate every law," he said.

Speaking of the unemployment situation, the Mayor declared that some element of society is neglecting its duty, to have such a condition existing. How to work out the problem he does not know.

It is a serious situation, he said, with 3800 families receiving help because of the inability of the man of the family to get work and provide for them, and 1000 men and women—"not old men and old women"—getting \$5 a week to save them from becoming criminals because of being destitute.

"Hoover is not getting the cooperation to which he is entitled in his efforts to remedy the situation," the Mayor said.

Interviewed yesterday afternoon, Police Commissioner Herbert A. Wilson told reporters he had no comment to make in reply to the attack made on the Police Department by Mayor Curley.

SATURNIA AND VULCANIA TO SAIL FROM BOSTON

Mayor Curley made public yesterday a letter received from Leonard Castelli, general Eastern agent of the Cosulich Line of Trieste, with offices at 131 State st, in which five sailings are announced from Boston by the Saturnia and the Vulcania, the largest ships ever to embark passengers from the port of Boston. The five sailings will add a total of 120,000 gross tons to the business of the port.

"It is solely due to your campaign to boost the port of Boston that prompted me to ask my company for these sailings," Mr Castelli wrote the Mayor. "If they prove successful, the Cosulich Line next year will inaugurate a regular East-bound and West-bound service out of Boston."

A "ship-your-goods-from-Boston-and-Sail-from-Boston" program will help retain these lines permanently, Mayor Curley pointed out.

acers in conference with James F. Barton, national adjutant of the legion.

The program will be perhaps the most extensive and expensive every attempted before in Boston, covering such events as memorial services, parades, motor boat racing, boxing carnival, military pageant and ball, a water carnival, band concerts, harbor trips and clam bakes and an aviation meet in which more than 200 planes will participate.

A block party in Copley square with a score or more bands furnishing the music for the outdoor dancing will be a feature.

TO GREET VISITORS

All these plans were worked out with National Adjutant Barton who left on the midnight train for New York after setting the wheels of the 1930 convention in progress. He conferred yesterday with the entertainment committee, headed by Richard J. Paul.

A fairly definite schedule was worked out.

Sunday, Oct. 5, when trainload after trainload of legion men are pulling into town from the North, South and West proper greetings will be extended at the depots with band concerts.

The same evening a big memorial service is planned in Faneuil Hall at which Gov. Allen, Mayor Curley and legion officials will be present. Monday, the convention will get under way and the program will open with the greatest air demonstration Boston has ever seen. More than 200 planes accompanied by the dirigible Los Angeles will stage manoeuvres over the city. In the evening a night attack is planned with all the thrills of a city being bombed from the air.

FOOTBALL GAME

Among the other features for Monday are outboard motor races at the Charles River basin in which some of the fastest boats in the country will participate, which will be followed at night with an illuminated water carnival. A football game between two leading colleges of the country will also be held on Monday if present plans materialize.

A parade of the 40 and 8, the play organization of the American Legion, will take place over down-town streets and more than 10,000 will participate. The same evening a boxing carnival and ice carnival will be held. The Boston Garden is already arranging for the ice carnival.

One of the biggest social events of the entire convention is also scheduled for Monday of convention week, when the annual dinner to the national commander will take place. More than 2500 will attend.

The second day of the convention, the real feature is the legion parade, in which more than 50,000 will march. This parade will be so large from a numerical point of view that it will take about eight hours to pass a given point.

HERALD 3/22/30 NIGHT AIR RAID ON CITY PART OF LEGION PROGRAM

Sports, Carnivals, Parades Scheduled During Gala Celebration

BATTLE FLEET TO ANCHOR IN HARBOR

Score of Bands Will Play For Big Block Party in Copley Square

By LT.-COL. ALFRED J. L. FORD
Herald Legion Editor

Plans for a crowded entertainment program for the 1930 convention of the American Legion in Boston were approved yesterday by Massachusetts of-

Plenty for Education

Not a Dollar for Waste, However

THE commotion stirred by Frank A. Goodwin, Chairman of the Boston Finance Commission, in directing attention to what he believes is waste in schoolhouse construction in Boston, calls for the coldest inquiry into the facts in the case. There should be no heat nor feeling, nor yet politics in the investigation which is asked.

Mayor Curley has very wisely proposed a \$15,000,000 school building plan over a period of years. There is no doubt but that the money is needed for school construction. It should be wisely spent. But just as the Legislature is about to consider the plan Chairman Goodwin holds up a warning finger and asks an inquiry. The new method of handling schoolhouse construction has barely started under Mr. Louis K. Rourke when this present controversy arises.

Mr. Goodwin in a letter to Mayor Curley disclaims any intent to reflect on the School Committee. He says:

"The Finance Commission believes that the new organization structurally is better suited to carry on the work of school repair and construction than the old. The Commission believes, however, after examination of all the facts on the record, that the Board of Apportionment within the School Committee is responsible in large part, for waste and inefficiency in schoolhouse construction costs.

"The commission does not intend that this statement shall be taken as a reflection on the School Committee itself.

"The reorganization of the Schoolhouse Commission will go far to save the taxpayers' money; but the situation within the School Committee remains the same, and something should be done to remedy it. This is particularly so in view of the proposed program calling for tremendous sums of money for schoolhouse purposes now before you for consideration.

"... If something is not done before these proposed sums are expended, extravagance and waste will continue, resulting in the loss of hundreds of thousands of dollars to the citizens."

That the School Committee meets Commissioner Goodwin half way is apparent from its declaration through Chairman Joseph J. Hurley that the School Committee is unanimous for an inquiry by the Finance Commission.

Read what he says:

"The School Committee welcomes the Finance Commission's declared intention of investigating school expenditures. The criticisms made by the Finance Commission have been leveled not at the integrity of the members of the Board of Apportionment, but at their judgment. The public should reserve its decision until the report of the Finance Commission has been acted upon by the School Committee."

Boston citizens interested in getting a dollar's worth for a dollar in their schools, not only in the construction of the buildings themselves but in the kind of education that is furnished in them, should follow this inquiry. They give freely the high dollar for real education but not one cent for waste.

Stops Payment on

\$73,000 City Bills

Payment on several hundred city bills aggregating more than \$73,000 was stopped by Frank A. Goodwin, chairman of the Finance Commission, late yesterday afternoon. They were bills contracted by the old Schoolhouse Commission, before leaving office, without sufficient funds to meet them.

Although the school committee two weeks ago appropriated \$100,000 for the payment of the bills, as well as other emergency items that may come up this year, the Finance Commission in a report expressed the opinion that the payment procedure was illegal, and insisted that a special act of the Legislature must be passed before the payments can be legally made.

The report stated that the law permitted the school committee to appropriate \$1,662,442.59 as a limit for the repair and alteration of schoolhouses during 1929, and it has no right to pay the bills amounting to \$73,738.97, which exceeded the limit fixed by the Legislature for last year.

The Finance Commission to support its contention quoted an opinion handed down by former Corporation Counsel Arthur Dehon Hill in 1921, finding that it was illegal for departments to contract for expenditures in excess of their annual appropriations limited by law.

Chairman Joseph J. Hurley of the school committee said that his board had appropriated the \$100,000 to meet the holdover bills on the advice and with the consent of Corporation Counsel Samuel Silverman and was guided by his legal opinion.

Mr. Silverman said that he agreed with the opinion of former Corporation Counsel Hill, but explained that the opinion did not apply in the current case. "The current bills were contracted to meet emergencies, and under the law the emergency items must be paid, even though the city has exceeded its appropriations. The city is obliged to pay these bills and can legally do so without further recourse to the Legislature."

"I see no reason why we should be expected to go to the Legislature to obtain further authority to pay these bills," said Chairman Richard J. Lane of the new Commission on School Buildings. "The city owes the money in payment of the work honestly performed and should deal honorably with its creditors."

GLOBE 3/22/30

FIVE POLICE CAPTAINS CONFER WITH CROWLEY

Reason For Meeting Not Revealed—War on Vice and Crime Reported to Be Planned

Five police captains arrived within a short space of time at the Police Headquarters office of Supt Crowley early this afternoon, and for a considerable period thereafter were in conference together with Supt Crowley.

Precisely what went on could not be learned. The first guess was, of course, that the visit of the captains bore some direct relation to Atty Gen Warner's probe of the Garrett affair. Supt Crowley and Commissioner Wilson later flatly denied this speculation.

From a source that has hitherto been pretty reliable, it was learned that the conference was for the purpose of planning a sweeping drive against vice and crime. No definite idea could be had as to when this might begin, but the basic tip held implication that it would follow the course of ideas generated in a conference held last night by Mayor Curley with Dist Atty Foley and Commissioner Wilson.

The Headquarters visitors included Capt George W. Patterson, head of the liquor and narcotic squad; Capt A. B. McConnell of the North End, Capt John Mullen of the East Dedham-st Station, Capt P. S. Skillings of the Milk-st station, and Capt Jeremiah Gallivan of the Roxbury Crossing Station.

The suggestion was that when operations begin the headquarters squad would be used at the raiding unit, and that plain clothes men would be detailed in each station for use as needed.

To reportorial questions Commissioner Wilson answered that "I would say today's conference was not in relation

to the Garrett case, but that it had to do with something else." Wilson denied that there was any disposition to issue a general order today that would affect transfer of certain police captains, and when asked whether any such transfer of captains was being planned for the immediate future, he answered in the negative.

POST 3/23/30

WANTS NEW SAFETY LAWS

Curley Still Fighting Fire Insurance Rates

Forcing his campaign for the reduction of fire insurance rates in this city, Mayor Curley late yesterday appealed to State fire and insurance officials for the adoption of legislation which would make compulsory the installation of sprinklers and other protective devices, as recommended by the board of fire insurance underwriters here.

Replying to the Mayor's demand of the underwriters for information as to what further steps the city could take in its efforts to reduce the fire rates, President John H. Eddy of the underwriters' board complimented the Mayor for providing \$10,000 to codify the building regulations, but urged that laws be enacted to make compulsory the installation of protective devices for the reduction of fire losses.

"That is a State matter," pointed out the Mayor in a communication last night to Commissioner of Public Safety Alfred F. Foote and Insurance Commissioner Merton L. Brown, urging them to draft the necessary laws for presentation to the Legislature.

Commenting on the Mayor's demand for a reduction in fire rates commensurate with the reduction in fire losses in this city since the installation of the high pressure system, the two-platoon system and the motorization of the fire department, President Eddy stated that the underwriters have been cutting the rates during the past 12 months at an average of 800 risks a month.

GLOBE 3/22/30

DE VALERA IN BOSTON TODAY

Mayor Curley Talks to Him About Opposition Policy

Eamon de Valera, leader of the Fiana Fall party in the Irish Parliament, arrived at the Back Bay station at 7:50 this morning from New York. He went to the Copley-Plaza Hotel where he was accorded an informal reception, and following this, made calls at the State House and on Mayor Curley at City Hall.

While Mr de Valera's City Hall visit was most harmonious, the Mayor told his distinguished visitor that he did not approve of de Valera's opposition to the hydro-electric development of the River Shannon and emphasized that until there was a United Ireland, including the six counties now outstanding, national progress was seriously handicapped.

Mr de Valera said his Shannon opposition was based largely on the huge benefits to England at the expense of Ireland. Mayor Curley said that the de Valera policy of destruction and constant opposition to projects for the advancement, development and unification of Ireland will never accomplish anything.

The Mayor then contrasted to de Valera the latter's policy with that of Hindenberg, and said the German had shown true national philosophy; starting from the outset to build up and restore commercial and industrial prosperity in Germany, forgetting old-time German policies.

The visitor declared he was not adhering to any destructive policy and was ambitious to unite all Ireland. The Mayor said it could not be done by methods followed for several years, that no one was more sincerely interested in Ireland, and that, he (Curley), was strongly in favor of a republic which would do more than anything else for industrial prosperity for the country as well as the general happiness of the people.

Signs Guest Book

When de Valera was asked to sign the guest book he wrote his name and two lines of Gaelic, which translated read:

"Beyond all telling is the destiny that God has in mind for Erie the Peerless."

A group photograph was taken and then de Valera left with his party.

Mr de Valera was welcomed at the State House by Atty Gen Joseph E. Warner who extended the greetings of the Commonwealth in the absence of Gov Allen. William H. O'Brien presented Mr de Valera to the Attorney General and an exchange of felicitations followed. Accompanying the visitor was a large delegation of his Boston friends.

HERALD 3/24/30

FRANKLIN GRADS TO HEAR CURLEY

Mayor James M. Curley and Postmaster Charles R. Gow will be speakers tonight during graduation exercises at Franklin Union, corner of Berkeley and Appleton streets. More than 700 certificates and pass cards will be awarded for completion of courses varying from one to four years. Dr. Charles E. Parks, secretary of the union, will preside. After the ceremonies the laboratories and apparatus in operation will be open to public inspection.

The union was founded in 1908 with funds left in trust by Benjamin Franklin. Building and equipment were furnished through this fund. Funds given by Andrew Carnegie and James J. Storrow, together with registration fees, furnish the running expenses for the institution.

Forty-seven evening courses are offered by the union, and during its 21 years of existence 35,000 pupils have attended.

TRAVELER 3/29/30

Maybe the British Can Tell Us By Sav



TRANSCRIPT 3/29/30

POST 3/30/30

Finds City Is \$175,149 Poorer

Chairman Frank A. Goodwin of the Finance Commission has submitted a report to Mayor Curley on an investigation of boilers at Long Island Hospital and it has been referred to the law department.

Mr. Goodwin enclosed a report of the Finance Commission engineer and said that it would seem there was no necessity for installing the expensive boilers and also that "the peculiar circumstances surrounding the contract, its change and extensions, would seem to indicate a deliberate malfeasance in office."

Pointing to the contractual angle, Mr. Goodwin's communication said:

"The original cost, as shown by the first contract, was to have been \$68,300. The total cost, not including repairs recently made, was \$175,149. Of this amount \$101,149 was for new contracts, let without competition. The net result of the whole proceeding is that the new plant is much inferior to the plant it replaced and the city is \$175,149 poorer."

HERALD 3/29/30

DEMOCRATS FORM LEGISLATIVE CLUB

Brighton Man Heads Body to Aid Candidates at State Election

Representative Leo M. Birmingham of Brighton, House leader of the minority party, was elected president of the Massachusetts Democratic Legislative Club at an organization meeting held yesterday in the State House.

The purpose of the body is to assist party candidates at the state election and to elect more Democrats to the Legislature.

Representative James J. Twohig, South Boston, temporary chairman of the meeting, was elected secretary. Others elected were Representative John A. Jones of Peabody, vice-president, and Representative Tony A. Garofano of Saugus, treasurer.

A vice-president was elected for each of several counties. The list follows: Berkshire, Senator Charles W. Faulkner of Pittsfield; Bristol, Representative Francis Kearney of Fall River; Essex, Representative Michael Zack of Lynn; Hampden, Representative Francis P. Clark of Holyoke; Hampshire, Representative Roland D. Sawyer of Ware; Middlesex, Representative James E. Hagen of Somerville; Plymouth, Representative William H. McCarthy of Rockland; Worcester, Representative John S. Derham of Uxbridge; Suffolk, Representative Joseph Finnegan of Boston.

BURKE MAY RESIGN BIG SCHOOL JOB

His Reappointment Is Likely, But Task Af- fects Health

BY GEORGE MCGUIGGAN

Although Superintendent Jeremiah E. Burke has more than an even chance of being reappointed head of the Boston public school system, despite a stiff factional row among the five members of the school committee, it is considered likely that the important \$12,000-a-year post will be vacant, however, shortly.

WON'T RESIGN UNDER FIRE

Superintendent Burke, although he will not reach the retirement age of 70 for another seven years, is not as strong physically as his friends would like to see him, and they are urging him to resign his position and conserve his strength.

He will not resign under fire, however. For this reason the opinion is expressed by some of his friends that although he may win out and gain his reappointment for another six-year term, the position would be vacated shortly by his resignation. This would result in a mad scramble for the vacancy.

The Boston school committee meets tomorrow night in conference at 15 Beacon street. At this time the question of Superintendent Burke's reappointment will be fully threshed out, as he must be reappointed or his successor named in April.

Mayor's Support Big Factor

Due to the endorsement of Mayor Curley, support for Superintendent Burke has been solidified. The unqualified support of the Mayor has done much to strengthen the position of Superintendent Burke. The question of his reappointment has already caused several heated discussions at private conferences of the school committee.

Two members of the committee are known to be staunch supporters of Superintendent Burke, and will oppose the action of a small group of so-called insurgents who wish to see Superintendent Burke supplanted by a younger man. Two other members of the committee have been quietly advocating for weeks the appointment of another man to the post. The fifth member of the committee, Mrs. Elizabeth W. Pigeon, declined to discuss last night how she would cast her vote.

Decision With Mrs. Pigeon

It is the vote of Mrs. Pigeon, it is felt, that will defeat or gain the reappointment of Superintendent Burke. Friends

of Mrs. Pigeon feel she will support the reappointment of Superintendent Burke as she has on several occasions openly expressed her approval of Mr. Burke and his methods.

At the last meeting of the school committee one member offered a proposition concerning the reappointment of Superintendent Burke and the dropping of Assistant Superintendent John C. Brodhead. It did not meet with the approval of the entire committee, however, and the proposition was tabled until the next meeting, when it was expected it would be redrafted.

It was learned last night that one member of the school committee will issue a statement within the next day or two taking a definite stand in matters concerning the school committee. Unable to gain the sanction of the entire committee to his programme, it is understood he will issue a statement over his own signature. It will, in part, defend the old school committee from allegations they were in any way responsible for the alleged shortcomings of the old schoolhouse commission and the apportionment board.

DISTRICT MAY LOSE STATUE

Art Commission Reports on Edward Everett

Insistence by traffic experts on the removal of the Edward Everett statue from the centre of Edward Everett square may result in the loss of the monument to Dorchester, the Boston Art Commission reported yesterday to Mayor Curley.

In a communication written by Chairman J. Harleston Parker, the Art Commission turned down the proposal to place the statue on the site of the first Dorchester schoolhouse, claiming that the lot at the junction of Columbia road and East Cottage street was not large enough for the purpose.

"On account of its surroundings and background," the commission reported, "this site should not be considered."

The chairman stated that he and his colleagues could find no "esthetic or sentimental" reasons for the removal of the statue from the square which now bears its name.

"If it can be conclusively shown that the statue is a serious menace to traffic and that the safety of the public absolutely necessitates its removal, this commission will gladly co-operate in endeavoring to find a suitable site for it.

"Should it be removed from the square which bears its name, it seems to us that its location in the neighborhood is not obligatory unless an excellent site can be found, but that it might be placed in any part of the city where it would enhance the appearance of the surroundings," concluded Chairman Parker.

The Mayor referred the communication to Chairman William F. Long of the Park Commission and Acting Traffic Commissioner Thomas F. Sullivan for a report.

City Will Take 13 Buildings for Charles St.

One an Old Colonial House;
Another a Former Hotel—Plans
for Widening Ready

There will be a greater exercise of the right of eminent domain than anticipated for the long-considered widening of Charles street, between the dam and Longfellow bridge. The city will not only take about three acre from the Charlesbank playground to make Charles street 125 feet wide, but twelve parcels of property at the corner of Cambridge and Charles street for the construction of a traffic circle and seven parcels at the corner of Chares and Leverett treets for another circle.

The Cambridge street circle will have a radius of 122½ feet, enclosing five piers which support the Elevated structure and providing plenty of pace for automobile parking if such is to be allowed, for those who would visit the Chares Street Jail and the hospital nearby. Of the twelve parcels of property to be taken to make possible this enclosed area, there are buildings on six of them.

One of the structures to be destroyed is the old homestead of the Penfield family, a beautiful type of Colonial architecture erected in 1809 and at present owned by Annie S. Penfield. The house stands at the corner of Charles street and Silver place and was the center of much social life two generation ago. The house is filled with precious heirlooms and valuable antiques long in the possession of the family.

There are two properties wholly on Charles street, one a modern apartment house and the other an old-time dwelling. At the corner of Chares and Cambridge streets there is a building once known as the Evans Hotel that must make way for progress, and an adjoining building, fronting on Cambridge street, is owned by the governors of St. Francis Xavier College, Antigonish, N. C. The other bulding to be taken is used in connection with the Suffolk County Jail, at present for the care of narcotics. There are five vacant parcels in the area to be taken, one of them owned by the Massachusetts Eye and Ear Infirmary.

The Leverett street traffic circle, which is considerably smaller, will mean the practical destruction of seven buildings. Two of them will be taken outright. They are all modern tenement houses, erected within the last twenty-five years, and all occupied.

Persons who have feared that the taking of so large an area of land from the Charlesbank playground would seriously interfere with recreation facilities, have not been acquainted with the plan of the park department to add three times as much land by filling in the Basin, which will provide a bathing beach. The city has acquired from the Commonwealth two small tracts of land at the end of Nashua street which will be developed for recreation purposes, one to be a mother's rest and children's playground

and the other a playground with a grove and small bathing beach.

The city has been authorized by the Legislature to spend \$1,000,000 outside the debt limit for this improvement, and the plans as completed today by the street laying-out department indicate that the amount will not be exceeded. Mayor Curley is anxious to begin the work at the earliest possible time, in view of the serious unemployment and considering the fact that months have elapsed without final action; the work having been authorized during the final days of the Nichols administration but with plans left very much in the air.

CURLEY P. O. CLOSING PROTEST GOES TO BROWN

[From Herald Washington Bureau]

WASHINGTON, March 27—Congressman Douglass today transmitted to Postmaster General Brown the protest of Mayor Curley against the early night closing of most of the branch postoffices in Boston. The congressman asked that the North Station postoffice should be kept open until 11 or 12 o'clock for the convenience of persons using the new facilities there.

Post 3/29/30

SHIP TO SHORE AIR SERVICE

Mayor Asks for Air Mail
Terminal at Airport

Announcing that the French and the North German Lloyd steamship lines had agreed to assign some of their larger ships to Boston provided a "ship-to-shore" air mail terminal were established at the East Boston airport, Mayor Curley last night requested the Bay State delegation in Congress to intercede with the federal postoffice officials at Washington for this purpose.

Rooms for handling mail were provided in the new administration build-

ing at the airport, the Mayor stated, in urging that a postal branch be established without delay. He pointed out that the city with private interests has an investment of \$5,000,000 at the airport, and claimed that it could be developed into the best flying terminal in the country through the co-operation of the postal officials.

HERALD 3/29/30

AND WHO FIRED THE SHOT?

If Emerson had not written his poem, the expression "the shot heard round the world" would not have been coined. As his reference was to Concord, that community is entitled to the honor of being the poetic site of the shot. But historically Mayor Curley is correct. The shot heard figuratively round the world was fired at Lexington, preceding the march of the British to Concord. But who fired it?

The identity of the man is still undetermined, nor is it known whether he was an American or one of the British force. Paul Revere said that he saw a flash from a pistol, and, as the Americans had no small arms, he seems to have referred to a British officer. It has been pointed out that, as the British had been cooped up in Boston all winter, and were contemptuous of the colonials, it is not unlikely that a British officer discharged his pistol impulsively. That is all mere speculation, of course, and the matter is of no great importance. The seeds of war and of independence had sprouted long years before, and armed conflict was bound to come. It happened to come first at Lexington.

The Lexington shot was fired on the small band of Americans had broken ranks and were retreating. At Concord, however, the Americans were on the offensive. This again is a mere detail. If the Lexington men had been at Concord, and the Concordians at Lexington, they would have acted precisely like their fellow-townsmen acted. Again, the matter is of no importance except as it indicates the minute detail into which

THE PORT OF PROVIDENCE

By its Report on the Port of Providence the New Haven Railroad has now well fulfilled its promise of last January to the Providence Chamber of Commerce. If it should be said that the railroad might be expected to make out a case for itself as against the project of the completion of the Southern New England road, the sufficient reply is that the case as presented in this report is very strong.

The arguments put forward and the statistics collated show conclusively that the completion this year of the enlargement of the Welland Canal and the consequent development of the port of Oswego on Lake Ontario will enable the New Haven to bring grain to Providence for export over the New York, Ontario & Western Railway, which the New Haven controls. The New Haven can also render the Rhode Island metropolis better service than it could expect from the Canadian National-Central Vermont route if the line from Palmer to Providence shall be completed. The nub of the argument is contained in this crisp sentence: "For the first time, Providence will be able to compete on equal terms with Baltimore and Philadelphia for export grain from the Lakes." Much that is said in this report respecting Providence might also be applied in some degree to Boston.

The good harbor in Providence can be improved so as to compare favorably with most American harbors. The port regulations are satisfactory. The whole waterfront can be developed on an equal basis without the great outlay which otherwise would be necessary, as Providence has only the one railroad today. The present State pier can handle more traffic than now but other piers will have to be built to care for any great increase of business. Providence has no grain elevators and needs more warehouses. Other facilities for supplies can be increased as required.

The one and only difficulty to be overcome in behalf of a greater port is of course to get the cargoes. Ships always will come where freight may be had. On the other hand, traffic will not be had by any prospective port unless the necessary ship services are provided. Providence has only one line in foreign trade, the Fabre Line, which serves a large Portuguese passenger traffic. The development of more lines depends not so much on the expansion of Providence as a local port as on successful competition with the other ports of the North Atlantic.

Here the export grain problem comes into the picture. Such grain is wanted by line ships as bottom cargo and in the peak of the season is carried as full cargoes by tramp steamers. From 70 to 85 per cent. of all the grain that is exported from the ports of the North Atlantic is Canadian. Most of this is shipped through the Great Lakes to ports on the Georgian Bay and the St. Lawrence River and to the American ports of Buffalo, Erie, Cleveland and Toledo. The heaviest shipments are via Montreal and Buffalo. There has been a great change in this grain traffic since the war. No longer does a large volume of American ex-Lake grain travel by rail to the North Atlantic ports. Since 1918 there has been a large increase in shipments through the New York Barge Canal, which now handles about 40 per cent. of all grain received at New York. On the other hand the increase in water-borne grain to Montreal has been—1100 per cent.!

Canada is determined that Canadian grain shall travel through her own ports. Portland,

Maine, once got a large amount of Canadian grain for winter shipment. In the last ten years those shipments have decreased 94 per cent. The Canadian arrangement now is, Montreal in the ice-free season, St. John, N. B., in winter. While the total volume of grain exports from all the North Atlantic ports since the war has gained 60 per cent. there has been a large decrease in exportation from all the American ports of the North Atlantic with the single exception of New York, and it is the low rate service provided by the Barge Canal that has saved New York from a loss. The controlling factors in the future appear to be these Barge Canal rates and the low rates through the Welland and the Lachine Canals to Montreal.

What can Providence do to overcome these conditions which seem to bear so heavily against her ambition? The Chamber of Commerce has considered the completion of the link which would unite the city with the Central Vermont Railroad at Palmer, thus gaining access to the Canadian National system. The New Haven now replies that it can do better by far for Providence by the use of its own lines. When the wider and deeper Welland Canal is ready, big grain carriers will at least be able to go through Lake Ontario. The chief American port on the Lake will be Oswego, where New York state has built a grain elevator and private enterprise will build another and larger one. The Federal Government will improve the port itself.

From Oswego to Providence, a distance of 485 miles, the New Haven will have a through route, under one control, with adequate capacity. As to rates: The export rate from Buffalo to Baltimore and Philadelphia now is 14.67 cents a hundred pounds, to Boston and New York it is 15.17 cents, and the difference of a half-cent is the long-debated differential. The rate from Oswego to Providence will be 13.67 cents, and that difference of 1 cent will more than cover any increase which might be made in Lake steamer rates on account of the longer run to Oswego. Figures are cited to show that, if the Canadian system carried grain to Providence in preference to Montreal, it would have to accept a smaller income from the business. Besides the New Haven itself taps the Central Vermont at Willimantic just below Palmer. There can be no doubt about it, the New Haven is in a strong position when it holds that Oswego is "the logical Lake grain port for Providence."

AMERICAN 3/29/30 Governor and Mayor to Receive Cabinet

A delegation of children and church people will visit the State House Monday morning at 11:30 and place on exhibition for Governor Allen's inspection a cabinet of remarkable products sent to the children of the Bay State from the children of the Republic of Mexico. From the State House a procession will proceed down Beacon and School sts. to City Hall, where Mayor Curley will be given a view. The cabinet has been in Northampton and Worcester on its way to Boston. Each state in the union has received such a gift from Mexican children.

Post 3/29/30

TAKES RAP AT BOILER CONTRACTS

Goodwin Sees Malfeasance by City Officials

Hinting at "deliberate malfeasance in office" on the part of former city officials in contracting over a year ago for the replacement of the Long Island hospital boiler plant, Chairman Frank A. Goodwin late yesterday submitted the report of the Finance Commission investigation of the boiler breakdown to Mayor Curley, concluding that "the new plant is much inferior to the plant it replaced and the city is \$175,149 poorer."

REFERRED "FOR ACTION"

Without comment the Mayor referred the report to Corporation Counsel Samuel Silverman for action, as recommended by the Finance Commission head. While the report itself was withheld, the Mayor made public the letter of transmittal which he had received from Chairman Goodwin, which follows:

"We are herewith submitting the report of our engineer, relative to the installation and condition of boilers at the Long Island Hospital, as requested by you.

"This report would seem to indicate that you should immediately refer the whole matter to the corporation counsel. In the first place it would seem that there was no necessity for installing these expensive boilers. In the second place the peculiar circumstances surrounding the contract, its changes and extensions, would seem to indicate a deliberate malfeasance in office.

"The original cost, as shown by the first contract, was to have been \$68,300. The total cost, not including repairs recently made, was \$175,149. Of this amount \$101,149 was for new contracts, let without competition. The net result of the whole proceedings is that the new plant is much inferior to the plant it replaced and the city is \$175,149 poorer.

FRANK A. GOODWIN,
"Chairman."

Won't "Take Buck"

"If Goodwin has a quarrel, it is with the experts and not with me, because I will not accept the buck," said former Institutions Commissioner William S. Kinney, who awarded the boiler contract 18 months ago with the approval of former Mayor Nichols.

"The records of the institutions de-

partment will show that every recommendation made by me was on the advice and at the request of the architects and engineers who drew up the plans for the new boiler plant. I am not an engineer and I did not originate the plan for the replacement of the old boilers," said Mr. Kinney.

"My recommendation was not for the pulverized fuel automatic stocked system, but for the hand-fired boilers," said Mr. Kinney. "These were installed, however, saving the cost of four firemen and heating the largely expanded group of buildings without using any more fuel than had been required in the past."

A REASONABLE REQUEST

Mayor Curley's request that the newly merged North German Lloyd and Hamburg-American steamship lines arrange a weekly sailing of some of their liners from this port is reasonable and, we believe, one that would inure to the benefit of the company were it favorably considered.

The Mayor points out the advantages of this city as a port of departure for Europe. It is the centre of a large passenger area, which is bound to become larger with the encouragement of more frequent sailings; it is the nearest port to Europe, having the "call" over New York of nearly a day; it has harbor improvements unexcelled on the Eastern coast, including the biggest drydock in the country. All the conditions that make for a first-class point of departure and arrival are here.

With Germany especially our passenger traffic is bound to increase as the time of war recedes into the past. We do not yet ask for Bremens or Europas, but we think that fine steamers of this consolidated line leaving Boston on a weekly schedule would be found very profitable.

DR. PIPER SIDES WITH THE MAYOR

Believes Shot Fired at Lexington Was One Heard

Mayor Curley's reference to the "shot heard round the world" in his greeting to the millions of visitors coming to the Boston Tercentenary celebration has resulted in a renewal of the controversy between Lexington and Concord historians.

CONFLICT OF OPINION

Asked for an opinion, Dr. Fred S. Piper, who served as president of the Lexington Historical Society, last night agreed with the Boston Mayor, that the shot was fired at Lexington Common. "Although Emerson made it Concord in his poem, everybody agrees that the first shot was fired on Lexington Green, where the first resistance to British rule started the continuous performance of that memorable night, which ended with the driving of the troops back to Charlestown. I guess Mayor Curley's right."

But Vice-President George Morse of the Concord Antiquarian Society, when asked for an opinion, in the absence of President Allen French, insisted that to Concord goes the glory of the famous "shot heard round the world."

"I have always understood," he stated, "that the few who made the resistance at Lexington were shot down and dispersed. But when the British marched on to Concord, they found a quite different situation. Here, the trained Minute Men in council of war voted to protect the stored ammunition, by open resistance in the form of actual declaration of war against British rule.

"It was at Concord that the die was cast, and that was what Emerson meant, when he credited old North bridge as the scene of the 'shot heard round the world.' It was here, that the British met not a handful of men, but whole battalions, trained in the art of war, who drove the enemy back to Charlestown and bottled them up in Boston until they sailed for Halifax. This was successful resistance. In my mind there is not the slightest doubt, but this was the 'shot' referred to. As for the disorganized resistance, the Boston Massacre came five years before Lexington."

GLOBE 3/29/30

MAYOR DONATES TROPHY FOR SENIOR FIVE WINNER

City of Boston Basket-Ball Final Tonight— Junior Group Title Also at Stake



WILLIAM M. MULLEN

With Mayor Curley cup for city amateur basket-ball championship

By D. J. McGUINESS

Mayor James A. Curley has donated a large silver trophy to be given the winner of the City of Boston basket-ball senior championship which will be concluded tonight in Roxbury Memorial High gymnasium, Warren st. This tournament, which is an annual feature of amateur basket ball, has attracted considerable more interest this season than in past years. A junior game is scheduled to start at 8 o'clock. The success of the tourney is chiefly attributable to William A. Mullen, for 18 years identified with the Park Department and 14 years instructor at

the Cabot-st gym, who has for two years arranged for amateur competition for the youngsters of Boston in football, baseball, hockey, basket ball and handball. Mr Mullen planned this year's tourney, and handled a larger list of entries than the tournament has ever had before.

The Pals' team of the Boston Y. M. C. A., finalist in the playoff, has proved a formidable quintet. It has won 26 of its 27 games, defeating the Wakefield Y., Village A. C., the Y. Echo Club and Christ Church of Waltham, four of the strongest teams in the district. The Pals have won two league titles, and in addition to qualifying for the Boston tournament, have been matched against Cathedral Church of Malden for the church championship of Greater Boston.

The Celtics of Brighton will meet the Pals in the final game of the senior flight. They have displayed unexpected ability in reaching the crucial contest. Their victory over the Wadsworths, leader among the settlement house quintets, was entirely a surprise. Even less anticipated was their semifinal triumph over the Selwyns, defeated by brilliant passing and marksmanship. They are worthy opponents for the Pals.

Besides the final in the Senior Division, there will be a final in the Junior also. The Armstrongs and Paul Revers have met the best teams in Eastern Massachusetts, playing a brand of basket ball that has been far superior to that of their opponents. They should provide a furious battle for the championship of the B Division.

Battery H, 1st Corps Cadets, takes on Battery A, 197th Coast Artillery, Concord, N H, tonight in Cadet Armory, Columbus av. The New Hampshire team has been undefeated and is the unchallenged military champion of the Granite State.

The home team has won 14 games in 17 starts and has high hopes of pinning a defeat on the visitors. Among the victims of Battery H are Company I, 182d Infantry; Battery B, 101st Field Artillery; Battery L, 241st Coast Artillery, Wakefield "Y," Winchester A. A. and Company B, 101st Engineers. A record crowd is expected. After the game there will be a dance.

HERALD 3/29/30

100 CITY TEAMSTERS SOUGHT BY ROURKE

Boston is the first municipality to take advantage of the recently enacted law which permits the civil service commission to give preference, in municipal employment, to men with dependents.

Public Works Commissioner Rourke has asked for 100 teamsters-laborers and has specified that he desires men with dependents. Until they are certified, 128 teamsters and laborers who have been rated as temporary employees will continue at work.

SCHOOL BUILDINGS DEPT. QUITS CITY HALL

The department of school buildings which has occupied the 10th floor of City Hall annex, rent free, will be located after April 20 on the eighth floor of the Lawyers' building, 11 Beacon street, where the annual rental will be \$22,800.

Mayor Curley signed a five years' lease yesterday. Some weeks ago, he demanded a rental of \$70,000 per year for the floor of City Hall annex and the schoolhouse commissioners, who had been shopping about for new quarters, decided to move.

The health department may be transferred to the 10th floor of the annex when the department of school buildings vacates.

BOILER REPORT HITS AT NICHOLS

Fin Com Attacks Methods
On Long Island Hospital
Contracts

CHARGES AWARDS MADE WITHOUT BIDS

"Deliberate malfeasance in office," has been indicated to the finance commission in its investigation of the "peculiar circumstances surrounding the contract" for the installation of boilers at the Long Island hospital during the final two years of the administration of ex-Mayor Nichols.

In a report to Mayor Curley yesterday, either purposely or by a peculiar coincidence, timed for release, two days after the return of Nichols from a two months' European trip, the finance commission has sharply attacked the methods of awarding certain contracts, and has stopped just short of a direct charge of "malfeasance."

The conclusion which the commission has drawn from the report of an expert investigator is that "the net result of the whole proceeding is that the new plant is much inferior to the plant it replaced and the city is \$175,149 poorer."

REPLY EXPECTED

Ex-Mayor Nichols is not expected to remain silent under the fire of the finance commission, and his answer to the indirect charge of "malfeasance" may fan into flame the political fire which has been smoldering since the condition of two of the five boilers at the hospital plant threatened a disaster at the island in January, which expert engineers might easily have resulted from an explosion of one of the battery of expensive boilers.

The finance commission has advised Mayor Curley to delegate to Corporation Counsel Silverman the handling of the entire matter. The boiler problem has been bothersome for several weeks because of the recommendations of Technology professors that the boilers installed during the final 18 months of the Nichols administration should be replaced just as soon as the winter season is over.

The commission report, presented by Chairman Frank A. Goodwin, reveals that an investigation, subsequent to that of engineers employed by Mayor Curley, was asked by the latter.

In the letter accompanying the detailed report the commission informed the mayor:

This report would seem to indicate that you should immediately refer the whole matter to the corporation counsel. In the first place, it would seem that there was no necessity for installing these expensive boilers. In the second place, the peculiar circumstances surrounding the contract, its changes and extensions, would seem to indicate a deliberate malfeasance in office.

The original cost, as shown by the first contract, was to have been \$68,300. The total cost, not including repairs recently made, was

\$175,149. Of this amount \$101,149 was for new contracts, let without competition. The net result of the whole proceeding is that the new plant is much inferior to the plant it replaced and the city is \$175,149 poorer.

It has been known for several weeks that the legal liability of the contractor who installed the boilers, for the failure of two of them to function properly, has been a matter which the law department has been considering. No action has been taken to force the issue.

BOSTON FACING TAX RATE RAISE

Figure to Be Known When
Curley Submits Budget
To Council Monday

SCHOOL EXPENSES TO ACCOUNT FOR \$1

An increase in the Boston tax rate, ranging from a minimum of \$2 to \$3 more, faces the taxpayers of Boston. The first inkling of the exact figure will come Monday when Mayor Curley presents his budget to the city council.

Realization of this fact caused the mayor to inject himself into the school situation last week, when he offered to provide the finance commission with money to investigate school expenditures, which will account for at least \$1 of the tax raise.

The only factor that will bring the tax rate down is increased valuation. Mayor Curley had this in mind when he advised the assessors Wednesday to establish new high-value property districts in sections of Boston where there have been important community centre developments.

SHRINKAGE IN SURPLUS

Curley started off his administration with a total surplus, for tax rate purposes, of \$1,231,321, which was \$2,223,236 less than the surplus for the year before. Under the law the surplus is applicable to reduction of the tax rate. The shrinkage in the total surplus represented \$1.15 on the tax rate.

Then, he found, the Boston school committee, under a special act of the Legislature, had contracted for \$2,500,000 of new schoolhouse construction. This sum, under the law, must be raised this year, but, as a similar sum was raised for the same purpose during the Nichols administration, the money equalizes in the tax rate.

But the school committee this year needs \$600,000 additional maintenance money if the school system is to be run without a staggering deficit. This represents 31 cents on the tax rate.

Then a law which gives the school committee the authority to spend 68

cents on schoolhouse construction—a law that has been inoperative for 10 years because of special building programs—becomes effective once more. Thus the school committee increase, so far as the tax rate purposes are concerned, will total roughly \$1.

Of the \$600,000 needed to run the school system, \$130,000 is represented in the loss from the automobile tax.

Although the city receives the money under the motor excise tax, the valuation throughout the city is affected. Then, fully \$200,000 is needed for the normal growth and expansion of the system. The rest of the money is needed to handle the annual increment in teachers' salaries allowed by law.

SYSTEM YEARS BEHIND

The school committee had decided that \$15,000,000 was needed for a three-year building program. The Boston system, in so far as schoolhouse construction was concerned, is years behind its normal growth. Rapid changes of population figures in several districts have served to complicate matters more, as shown in the survey committee's report. The school committee had two blanket bills before the Legislature, one for the maintenance money and the second for the special building program.

If the school committee adhered to its usual "pay-as-you-go" policy, the increase in the tax rate would be startling, Mayor Curley felt. His own department, he told the Legislature only recently, had asked for \$4,000,000 more this year, but he declared his faith that the increase could be cut one-half. Even then it meant an increase in the tax rate of roughly \$1.

Faced with these figures, Mayor Curley invited the school committee to confer with him. With his financial advisers present, he outlined the situation to the school committee. Most of them wanted to continue the "pay-as-you-go" policy. Mayor Curley was adamant; it would mean a tremendous increase in the tax rate. One of his strongest campaign arguments was the list of tax rates while he was in office.

4 TO 1 FOR BONDING

Failing to obtain the consent of the school committee to the discarding of the "pay-as-you-go" policy, temporarily, the mayor reminded them that an investigation of the system might tell the reasons why school costs have risen \$13,000,000 in 10 years.

On Feb. 28, Frank A. Goodwin of the finance commission had written the mayor, stating that an investigation of school costs might be productive of methods to eliminate waste.

Holding this investigation, and the resultant delay to the building program, over the heads of the school committee, the mayor obtained their consent to bonding the \$15,000,000. Francis E. Gray, former chairman of the committee, refused to join in. At the next meeting of the full committee and the

GRAIN ELEVATOR PLAN BACKED BY SHIPPERS

State House Hearing Is Told
How Project for Boston
Can Be Financed

Governor Allen's recommendation for an investigation of the advisability of establishing a modern grain elevator in South Boston by the Boston Port Authority and the State Department of Public Works was strongly supported at a legislative hearing today.

Frank S. Davis, for the Maritime Association of the Chamber of Commerce and the Flour and Grain Exchange, revealed that the Farmers' National Grain Corporation, co-operating with the Federal Farm Board in the stabilization of grain prices, is ready to assist in getting shipments of grain routed through Boston in the event storage space is provided.

Davis told the committee the step is one of the most important taken in years to improve port business. He cited the recent improvement in the Welland canal, skirting Niagara falls, whereby grain can be shipped from the head of the Great Lakes to Oswego and Ogdensburg, N. Y.

From those points it could be shipped to Boston at a rate lower than rates applying to Philadelphia and Baltimore.

He revealed that approximately \$5,000,000 is to be spent in the development of the port at Oswego by the government, while private interests contemplate the erection of huge grain elevators.

In regard to financing the new project, Davis said he believed the State should construct it and lease it to the New Haven road at a nominal rental.

BIG NIGHT FOR DEMOCRATS

Organizing for the 1930 elections, Democratic leaders representing every city and town in the State will fire the first shot of the campaign tomorrow night at a banquet to be given at the Hotel Statler in honor of the 19 Mayors of the Commonwealth.

President Henry E. Lawler of the Democratic city committee, who is conducting the big banquet with the co-operation of the Al Smith League of Massachusetts, headed by Charles H. McGlue, former chairman of the State committee, declared that more than 2500 Democrats would attend the big get-together party to organize the campaign.

ADVANTAGES SHOWN TO OFFICIALS

Davis Sends Cablegram in Effort to Secure Better Service for Hub

A cablegram, urging that advantages of the Port of Boston be considered when reallocation of their steamers under the pooling plan of the two lines is undertaken, was sent today to officials of the Hamburg-American Line and the North German Lloyd, both in Germany, by Frank S. Davis, manager of the Maritime Association of the Chamber of Commerce.

The cablegram said:

"The Port of Boston, center of America's most active industrial and productive overseas passenger area, with superior port facilities and many advantages, including shortest ocean distances, deepest channel, longest pier and greatest drydock on Western Hemisphere, cordially invites your consideration in reallocation of steamers under pooling of Hamburg-American and North German Lloyd. Beyond question direct weekly service with combination passenger and cargo steamers from Boston to German ports is most promising opportunity on Atlantic seaboard."

Manager Davis has requested Mayor Curley to send a similar cablegram officially, on behalf of the city.

The guests of honor will include Mayors Curley of Boston, Richard M. Russell of Cambridge, John J. Whalen of Chelsea, Michael C. O'Neil of Everett, Edmond P. Talbot of Fall River, William T. Dillon of Holyoke, Michael A. Landers of Lawrence, J. Fred Manning of Lynn, Edward H. Larkin of Medford, Charles S. Ashley of New Bedford, William Johnson of North Adams, J. Leo Sullivan of Peabody, Jay P. Barnes of Pittsfield, Thomas J. McGrath of Quincy, John J. Murphy of Somerville, Dwight R. Winter of Springfield, Patrick J. Duane of Waltham, Louis F. Keefe of Westfield and Philip J. Gallagher of Woburn.

TRAVELER 3/30/30 CURLEY DECLARED CORRECT ON 'SHOT'

30
Lexington Offers Reinforcements, if Needed

Mayor Curley has been declared to be correct in the quotation in his Tercentenary greeting that the "shot heard round the world" was fired on Lexington Green.

The mayor had previously declared that regardless of the claims that the shot was fired at Concord bridge, he intended to stand pat on Lexington. Yesterday the Lexington tercentenary committee offered him reinforcements if he should need assistance, of which doubt was expressed, to support his claim. Chairman Harold B. Lamont wrote:

The people of Lexington were glad to see that the mayor of Boston is a keen student of local history.

It has been said among us that the people of Lexington were ready for battle in 1775 and ever since.

We doubt whether you need any reinforcements in the stand that you have taken that the Revolutionary war began on the Battle Green at Lexington, but, if you do, do not hesitate to call on me and sufficient and convincing proof will be submitted on short notice.

I might add, however, that this argument over Lexington and Concord is nothing new and by mutual consent of Lexington and Concord, it was allowed to sleep a number of years ago as the only results obtained were anything but constructive.

HERALD 3/30/30

NOT TO MOVE STATUE OF EDWARD EVERETT

The statue of Edward Everett, erected in 1867, in the Dorchester square which is named for him, will not be removed to the site of the first Dorchester schoolhouse.

The Boston art commission reported to Mayor Curley, yesterday, that while it might eventually be considered advisable to select a new site, the proposed location is entirely inadequate and barred from serious consideration because of its background and surroundings.

MARTIN TO PRESIDE AT GOVERNOR'S LUNCHEON

The Governor's luncheon of the Massachusetts real estate exchange, given in honor of His Excellency, Frank G. Allen, and to be held at the Hotel Statler on Wednesday, April 9, 1930 at 12:30 P. M., promises to be an event well worth the attendance of members of the Massachusetts real estate exchange and real estate brokers in metropolitan Boston.

Mayor James M. Curley has accepted the invitation of the exchange to this luncheon. John J. Martin, former president of the exchange and recently appointed park commissioner of the City of Boston, will preside.

POST 3/30/30

HERALD 3/28/30

POST 3/29/30

THE WORLD-ROUND SHOT

Having issued a Tercentenary greeting in which Lexington is given as the site of the shot heard round the world, Mayor Curley should go to the foot of the class in early American history. There he should blush in mortification. That is, provided there is any room at the foot of the class. He will probably find it as congested as Governor Square with scholarly men who are doing their own blushing because of similar oversights. And unless the mayoral blush is good and ruddy, he will seem relatively pallid.

If it were not for the famous lines of Emerson—it was Emerson, wasn't it? It wasn't Lowell?—most of us would forget whether the bridge is at Concord or Lexington; which of the places the British reached first; and whether Pitcairn (wasn't he the British Colonel or Major or something?) said: "Disperse, ye rebels, ye rebels, disperse," or words to that effect, at Concord or Lexington. Oh, Mayor Curley will find down there at the foot so many scholars who have made slips far worse than his that he will feel all set up because of the triviality of his error.

Perhaps the Tercentenary exercises will make many persons dust off their American history books. These volumes are not all accurate stories of what happened in the early days. Until Channing and Hart began to stress the necessity of going to the original sources for historical material, our historic writers were more or less re-writers. They accepted the versions of older men who themselves had not investigated thoroughly. Prof. Channing even used to refer contemptuously to certain historians as "philio-pietists." The age of American glorification had not passed, and many students were too timid to outline our history as they knew it should be outlined. A reaction has set in, and some writers are now disposed to emphasize unduly the discreditable incidents of the Revolution, the War of 1812, the Mexican invasion, and the Civil and Spanish wars. Only an alert citizen who remains abreast of current historical literature can keep his dates, places and cause-and-effect material in order.

HERALD 3/29/30

CURLEY ALLOWS CUT IN DOCK SQUARE LEVY

Mayor Curley yesterday ended the controversy about Dock square betterment assessments by approving a reduction of the total assessments from \$475,000 to \$330,000. About 125 property owners were involved. The original assessments by the street commission, based on the enhanced property values due to Dock square widening, were challenged as excessive.

Soon after he assumed office Mayor Curley ordered the law department to either adjust the claims for abatements or proceed to collect the original assessments. Numerous conferences have been held, with the result that the abatements offered by the mayor have been accepted.

MAYOR STANDS BY LEXINGTON

Insists Shot Heard Round World Fired There

Unmoved by the volley of criticism that was levelled at his historical greeting to the visitors to Boston's Tercentenary celebration, Mayor Curley insisted yesterday that the famous "shot heard round the world" was fired at Lexington.

Though critics contended that it was fired at Concord bridge, the Mayor announced that he would stand by his guns and the Lexington Minute Man, with history to back him up rather than the poetry of Concord sages.

In his official welcome to the millions

expected to come here this year, the Mayor said: "Visit the Old North Church from which flashed forth Paul Revere's message that made possible the firing of the shot at Lexington Green 'heard round the world.'"

Unofficial critics argued yesterday that Emerson's poem proved that the shot was fired at Concord bridge. In reply to which the Mayor stated that historians agreed that the first shot was fired at Lexington. "And if the shot from Concord was 'heard round the world,' there was nothing to stop the first shot which was fired from nearby Lexington," the Mayor laughed.

HERALD 3/29/30

SHIP TO SHORE AIR MAIL IS ASSURED

Mayor Seeks Postoffice at East Boston Airport

Assurances given Mayor Curley that the North German Lloyd and French steamship lines will establish a ship to shore airplane mail service to Boston yesterday caused him to ask Senators Walsh and Gillett and Congressmen Douglass, McCormack and Tinkham to attempt to obtain a postoffice at the East Boston airport.

Provision has been made by the mayor in the administration building for a postoffice.

"Assurance has been received," he informed the representatives in Congress "from the French Steamship line and the North German Lloyd line that if a postoffice room is established at the East Boston airport, in the administration building so that a "ship to shore" mail service may be put in operation, both the French line and the North German Lloyd line will assign to the port of Boston some of their larger ships that now make New York their American port.

"Intercession by you with the postmaster-general and a recommendation from him to the local postmaster, to make the necessary arrangements for the establishment of a postoffice at the airport will be of real benefit to the city of Boston."

Two offices and a penthouse on the roof of the administration building at the East Boston airport will be permanently used as a branch of the local weather bureau. Allocation of the space was approved yesterday by Mayor Curley.

The penthouse will permit exposure of instruments and will allow balloon observations to be taken, and will assure air pilots of up-to-the-minute reports of local conditions.

BOSTON ELECTION DATES ARE LISTED

City Department Files Data Required by Law

A schedule of dates of absorbing interest to politicians of all parties was issued yesterday by the city of Boston election department. It contains a complete list of the dates set by regulations for the primaries, elections, filing of nomination papers and requests for recounts. The list follows:

- July 1—Registration opens in central office.
- Aug. 8—At 5 P. M., last time for filing primary nomination papers with election commissioners for certification.
- Aug. 8—At 5 P. M., last time for filing independent nomination papers with election commissioners.
- Aug. 12—At 5 P. M., last time for filing primary nomination papers with secretary of state.
- Aug. 12—At 5 P. M., last time for filing independent nomination papers with secretary of state.
- Aug. 16—Last time for change of party enrollment for primary.
- Aug. 19—Registration opens in ward registration places.
- Aug. 27—Last day for registration and supplementary listing for state primary.
- Aug. 29—Last day for filing papers (questions of public policy) with election commissioners for certification.
- Sept. 2—5 P. M., last day for filing complaints of illegal registration for state primary.
- Sept. 5—Last time for filing papers with secretary of state (questions of public policy).
- Sept. 16—State primary.
- Sept. 17—Registration opens in central office for state election.
- Sept. 19—At 5 P. M., last time for filing recount petitions for state primary.
- Oct. 1—Registration opens in ward registration places for state election.
- Oct. 15—Registration and supplementary listing closes for state election.
- Oct. 21—At 5 P. M., last time for filing complaints of illegal registration for state election.
- Nov. 4—State election.
- Nov. 7—At 5 P. M., last time for filing recount petitions for state election.

Curley Moves to End Smoke Nuisance with Ordinance

Demands Regulation with Teeth, to Be Enforced by Health Department—Leaders See End of Long Fight

By M. J. ROSENAU, JR.

Mayor Curley yesterday declared war on the smoke nuisance.

The decision was reached at the conclusion of a conference in the mayor's office attended by Dr. Francis X. Mahoney, city health officer; Corporation Counsel Samuel Silverman and Dr. L. Vernon Briggs, Boston psychiatrist, who has fought the smoke evil for a decade.

ORDINANCE WITH TEETH

"We'll do this job and do it right," Mayor Curley announced after instructing Mr. Silverman to draw up an ordinance with teeth to be enforced by the city's health department.

The city of Boston will launch its campaign by the good example of being the first to make necessary installations to prevent the issuance of smoke from public buildings and will establish the precept of rigid adherence of the strictest standards of smoke emission.

The mayor indicated that Boston has suffered economic loss from unnecessary and avoidable smoke long enough and that the impending tercentenary celebration offers a psychological opportunity for the initiation of drastic reform to present a clean and smokeless civic face to the millions who will visit the city this year.

The problem of lining up surrounding communities to participate in the movement left the mayor unconcerned.

"If we can do it in Boston," he said, "we can force it elsewhere. I realize that Boston proper is not the only offender, although I have been given to understand that the State House, just up the hill, has been a prominent contributor.

"Perhaps you gentlemen do not know that I am already taking a step toward smoke abatement by signing a contract with the Edison company for live steam for City Hall. This will do away with at least one possible source of the nuisance."

QUESTIONS EFFICACY

The mayor closely questioned the efficacy of existing state legislation for smoke regulation and was informed that in the 20 years' span of the original statute, calling for enforcement by the department of public utilities, there have been reported more than 11,000 violation of the law and convictions obtained on only two offenders.

Regarding the mayor's program for cleaning the city's public buildings, Mr. Silverman pointed out that the expenditure involved has scant justification in consideration of his conviction that within three months the exterior of the buildings cleaned will have returned to their former soot-begrimed state. Dr. Mahoney placed the time at eight weeks.

Significant in this connection was a recent statement made by John P. Engert, superintendent of public buildings, that much of the annual appropriation of \$150,000 for maintenance of Boston's 43 public structures goes for cleaning

and replacement directly attributable to smoke damage.

The course of action which the mayor will pursue to rid the city of the smoke nuisance will closely follow that adopted two years ago by New York.

NEW YORK PROBLEM

Dr. Mahoney, who has studied the situation in both cities, described the New York campaign as follows:

New York had a critical smoke problem and solved it with the greatest simplicity. Under the health department, a survey of conditions was made which estimated the annual economic cost of smoke to the city at \$60,000,000. Tammany Hall, which backs the health department to the limit, adopted an ordinance of less than 100 words, which is virtually a commandment: "Thou shalt not make dense smoke."

In the first few weeks there were a number of violations, and the city collected \$900 in fines. Since that time the number of violations has steadily decreased, and today New York is far cleaner than Boston. It costs a quarter of a million dollars to enforce the law, and saves the city many times that figure every year.

I am strongly in favor of any action to abate smoke in Boston. If enforcement is left to my department, I'll see that the law is enforced.

Seeking means of requiring operators of heat, light and power plants to make the necessary installations of anti-smoke equipment, Mayor Curley was informed that such a course will be obviated by the simple requirement that their chimneys issue no dense smoke.

DEVICES ON MARKET

"Within a few days," the mayor stated, "a representative of a firm manufacturing a device for the elimination of smoke stated that his company guarantees not only the satisfactory elimination of smoke, but that the device will pay for itself in fuel saving within six months. I understand there are many such devices on the market.

The mayor expressed his conviction that stricter regulation of smoke emission will be of vast benefit to every phase of human endeavor and individual interests of the community, and that compliance with the type of ordinance he is considering will impose no hardship upon industry.

Dr. Briggs confirmed this opinion with illustrations of the considerable economy effected by Massachusetts Institute of Technology, the Lynn General Electric plant and other large organizations, contiguous to their success in eliminating smoke.

A major factor in the war against smoke will be an educational campaign against careless operation of furnaces, the mayor indicated, in which owners and superintendents will be asked to

co-operate with the city in the instruction of firemen and engineers as to proper methods of stoking and building fires.

BEGINNING OF END

Leaders of the movement for the abatement of smoke in Boston foresaw in Mayor Curley's swift, decisive attack on the problem the beginning of the end to their long struggle for effective legislation against the evil.

Led by Dr. Briggs and Gen. Edward L. Logan, the campaign against smoke has attracted the interest and active support of a score of powerful civic and commercial organizations in the community, but until recently there has been little hope of accomplishment through legislative channels.

The success of other cities in reducing the smoke nuisance has been closely watched and while Boston has generally been regarded as one of the cleanest of the large cities in this respect, smoke-abaters here have noted the apparent paradox that Boston's cleanliness has been the greatest deterrent to their efforts for improvement of conditions.

Control of smoke emission originated as a municipal ordinance under supervision of the city health department. In 1910, the passage of the present statute for smoke regulation by the commonwealth removed authority from the city and vested it in the state department of public utilities.

LAW UNCHANGED

The basic law is unchanged today despite prolonged agitation for more rigid standards since the use of soft coal and oil became prevalent. Assurance was given the mayor that the 20-year-old statute is ineffective and that even if it is enforced to the extent that not a single violation be observed, under its provisions far more smoke may legally be emitted than is at present discharged upon the air.

Mr. Silverman stated after the conference that with the mayor's approval the passage of the proposed ordinance is virtually assured. His sole concern now, he said, will be the drafting of an adequate law which will not conflict with existing state legislation.

CITY HALL NOTES

City Treasurer Edmund L. Dolan yesterday floated a record temporary loan of \$5,000,000 in anticipation of taxes, which will be received in October. The loan was given to the firm of Solomon Brothers and Hutzler of New York, the lowest bidders, who quoted an interest charge of 3 33-100 per cent, as compared with 6 1/2 per cent charged on the temporary loans floated by the city last fall.

Decision on the location of the \$16,000,000 East Boston traffic tunnel will be made within the next week, Mayor Curley indicated yesterday at a conference of experts called to his office following the banning of the proposed bridge by the Legislature.

President Henry I. Harriman of the Chamber of Commerce and Chairman Frederic H. Fay of the city planning board continued to battle for their tunnel plan, which former Mayor Nichols adopted at the end of last year. But Chairman Thomas F. Sullivan insisted that the plan recommended by his commission was far superior.

Rover Discusses Merits Of Bridge to East Boston

Tunnel Might Disappear, Wouldn't Be Missed
—Bridge Keeps People Out in Air—Boys
Can Toss Rocks Down Funnels of Ships

By THE HERALD'S ROVING REPORTER

Being a bit of a city-planner during his spare time (that is, while he is waiting for Central to answer or for the three-minute eggs to boil), the Rover has been giving serious study to the respective advantages and disadvantages of building either a tunnel or a bridge to East Boston. There has been what the political reporters call a groundswell of public opinion in favor of connecting Noddle Island with the main land, but controversy has arisen as to the means of connection. Some say build a bridge; others say dig a tunnel. Still others, the old meanies, say stick to the ferries and the open air!

Now, such discussion is all very well, if it doesn't go too far. The Rover yields to no one in his admiration for free and open consideration of public questions, but sometimes he feels that an infernal machine—not a big one, but just a little one—ought to be placed in the City Hall and fixed so that when the next gentleman gets up and begins talking about the East Boston tunnel, he would be gently lifted and deposited in the sea at a point equidistant from Winthrop and Nahant. The city, of course, would pay for his funeral expense—unless grateful citizens cared to defray the cost.

But the Rover, in his humane desire to avoid such drastic measures, has thoroughly weighed the question, and feels that he has reached a solution that will be received by all parties with cheers—if not with boos and a bird or two. Let us first, children, consider the advantages of a bridge to East Boston. Wasn't it Hamlet, who, standing on the banks of the historic Rubicon, said, "A bridge, a bridge—my kingdom for a bridge!" Or wasn't it? Well, at any rate, strong literary precedent exists for a bridge. Can you imagine any of Shakespeare's characters calling for a tunnel?

CAN SEE BRIDGE

Second, you can see a bridge, but you can't see a tunnel—not unless you're in it. This would make it easier for the city fathers to keep an eye on it. If a bridge were built, Mayor Curley would merely have to drive around Atlantic avenue mornings on his way to work, and if one day he couldn't find the bridge, all he would have to do would be to order a new one. But a tunnel might be missing for weeks and nobody would know anything about it, except perhaps the Noddle islanders, who would be cut off so completely from civilization that they couldn't report the loss. Perhaps the tunnel would disappear entirely, and we would have to send Admiral Byrd on an expedition to find it! That, needless to say, would be very expensive.

Third, a bridge keeps people out in the air where they can get the full benefit of the sun's therapeutic rays. Persons who now sit on the Common could go over and sit on the bridge, thus improving the appearance of the Common. Some children could sail small

boats from it, while naughty boys could throw rocks down the funnels of steamers passing beneath. It would be a nice place to meet people you know and—who can say?—people you ought to know. Our brave boys in blue would no doubt find it a favorite stamping ground. At night it would be all decorated with red, white and blue lights, a band would play "Dixie," and little groups could get together by the rail and sing and cheer and do things. In fact, from a purely aesthetic standpoint, the bridge is filled with a thousand picturesque possibilities.

TUNNEL FAVORED

Now, if you youngsters in the back row have your notebooks ready, we'll take up the tunnel project. A tunnel, as perhaps you know, is dug, and that means there would be a lot of excess dirt hanging around that nobody would know what to do with. Of course, the dirt might be used to fill up the Charles river basin, but that would sort of spoil the crew races, you know. Then again it might be dumped out in the ocean, but that would mean a terrific amount of hard work for somebody. All in all, you can't dig a tunnel without making a dreadful amount of dirt at both ends. That means that you would have just two new problems instead of one, and that doesn't seem to be getting anywhere.

Second, the tunnel would be dark unless it was lighted. Now that may not appear to be a serious objection in these days of artificial illumination, but just let us face the facts. Just suppose you were going through the tunnel one day (or one night, for it wouldn't really matter) and a fuse burned out! Well, if you've ever been down cellar when your candle went out, you know how you'd feel! People would get all mixed up, somebody would start to cry, mothers would lose their children, children lose their fathers, and it would all end in a grand uproar. When the lights went on again, there would be just a mess. Naturally, you and I wouldn't want anything like that—and we don't believe Frank Goodwin would either!

Lastly, the tunnel would be under the harbor so that there would always be the danger of water running into it. Of course, these engineers say that they could keep the water out, but anybody knows that when it rains water runs down hill, and if a tunnel isn't down hill the Rover doesn't know where it is. This would mean that somebody would always be having to bail out the tunnel, and as expert bailers get at least \$5 a day, it would soon run into money. Besides who wants to go through the tunnel if he knew he would get his feet wet going through? More pneumonia would result, and more people would be staying home from work, and soon the effects of the tunnel would be felt in an economic way. Which, you can bet your sweet life, would be darn serious!

This impartial report should convince any fair-minded citizen that a bridge is much more preferable than a tunnel. The Rover has made this investigation with no hope of gain to himself,—or,

for that matter to anybody else. But, just between you and me and East Boston, don't you think that city-planning is the nuts?

CURLEY DEMANDS TUNNEL SOLUTION

Orders Engineers to Get Together for Agreement

Mayor Curley revived the East Boston tunnel project, yesterday, and then prescribed the consummation of an agreement among engineering experts as a certain cure for the long standing controversy about locations and plazas.

After discovering that the transit commission, represented by Col. Thomas F. Sullivan, and the opposition forces represented by Henry I. Harriman and Frederic H. Fay of the city planning board were as far apart on the question of entrances and plazas as they were months ago, the mayor took command of the situation and ordered a quick decision.

He instructed the engineers of the transit department, the Metropolitan planning division and the city planning board to determine, if possible, before Monday, the location of the tunnel entrances as well as the route of the tube.

Without saying so definitely the mayor intimated that he intends to end quickly the controversy.

At yesterday's conference C. I. Sullivan insisted that the route and the entrances chosen by the transit department are superior to the so-called Harriman-Fay plan which ex-Mayor Nichols approved, but too late last year, to have a final bearing upon the issue.

There is basis for the prediction that the Harriman-Fay plan will be discarded in favor of the transit commission plan, which Chairman Frank A. Goodwin of the finance commission vigorously indorsed during the hectic verbal battles of last year.

ORIGINAL STREET NAMES MARKED

Mayor Orders 'Old Boston' Designations Placed at 105 Thoroughfares

SIGNS WILL AID FORMER RESIDENTS

To aid former Bostonians during the tercentenary year in locating streets with which they are familiar but have since been designated by other names, and to give an "Old Boston" flavor, Mayor Curley has ordered the street commission to place temporary marking signs denoting the original names of 105 streets and thoroughfares.

The temporary markers will be maintained throughout the year and will designate these streets:

ADAMS PLACE—North Anderson to Blossom streets. Formerly Bridge street avenue. 1832.

ALLEN STREET—Chambers to Charles streets. 1829. Formerly Shute street. Willshire street, Greens lane, North Allen street. 1807.

ALDEN STREET—Court to Sudbury streets. Formerly Aldens lane. 1732. Copelands lane. 1820. Aldens lane. 1829. Alden street. 1846.

ALLSTON STREET—Bowdoin to Somerset streets. Formerly Somerset place. 1807.

ANDERSON STREET—Haymarket square to Pinckney streets. Formerly Centre street. 1800. West Centre street. 1817. Anderson street. 1861.

ASHLAND STREET—Leverett to Chambers streets. 1845. Formerly Gravel street. 1769. Chambers street. 1828.

ATLANTIC AVENUE—Commercial to Kneland streets. Formerly part of Flounders lane.

AVERY STREET—Washington to Chauncy streets. 1899. Formerly D'Emmings court. 1806. Central court. 1806. Avon place. 1824. Avon street. 1890.

BANGS ALLEY—From 20 Kilby street, east. 1803. Formerly Marshall's alley. 1784 to 1800.

BARTON COURT—Barton to Brighton streets. 1868. Formerly Short Second street. 1849. Little Napier street. Barton court. 1868.

BARRETT STREET—North to Fulton streets. 1831. Formerly Wentworth lane. 1732.

BATTERY STREET—Hanover to Commercial streets. 1825. Formerly Battery alley. 1708. Dasset's lane. 1789-1823. Battery street. 1825.

BATTERY WHARF—From 379 Commercial street, adjoining North side of East Boston ferry. 1803. Formerly Jeffries wharf. 1789-1800.

BEACON HILL—Site of State House, formerly Century Century or Sentry Hill.

BEDFORD STREET—Washington to Summer streets. 1821. Washington to Summer streets. Formerly Pond street. 1708. Rows street. 1803. Kingston to Summer streets, formerly Blind lane. 1708. Pond street. 1803.

BEICHER LANE—High street, to Fort Hill square. 1826. Formerly Town Way to Town Ship. 1667-1708. Sconce lane. 1708. Belcher lane. 1826.

BOARD ALLEY—Hanover to North streets. 1834. Formerly Gallon's alley. 1708.

BOSWORTH STREET—Tremont to Province street. 1833. Formerly Montgomery place. 1825.

BOWKER STREET—Sudbury to Chardon streets. 1868. Formerly Distill House square. 1769. Adams street. 1846. Bog lane.

BOWDOIN STREET—Cambridge to Beacon streets. 1805. Formerly Middlecott street.

BOYLSTON STREET—Washington street to Back Bay Fountains. 1809. From Washington S. W. corner of Common. Formerly Frog lane. 1708.

BROADWAY BRIDGE—1871, often called St. Patrick's bridge.

BRATTLE STREET—Court street to Washington street. 1694. Brattle square to Court street. Formerly Brattle alley. Dasset's alley. Dorsett's alley. 1755-1817.

BRIMMER STREET—Pinckney to Beacon streets. 1866. Chestnut to Beacon streets. Formerly O street. 1828. Messenger street. 1836.

BROMFIELD STREET—Tremont to Washington streets. 1828. Formerly Rawson's lane. 1708. Bromfield lane. 1731.

BROOKLINE AVENUE—Beacon street to Commonwealth ave. 1849, formerly called Road to Punch Bowl Tavern. 1828. Punch Bowl road. 1845. Mill Dam Road. 1856.

BUNKER HILL STREET—1714. Formerly called Road over Bunker Hill. Road to Brick Kilns.

CHANGE AVENUE—State street to Faneuil Hall square. 1841, formerly Pierie's alley. 1708. Change Alley. 1788. Fitch's alley. 1796. Flag alley. 1828.

CHAPMAN PLACE—School to Bosworth streets. 1841, formerly Cook's court. 1733.

CHATHAM ROW—State street to Chatham street. 1829, formerly Butler street. 1842, renamed Chatham row. 1848.

CHARDON STREET—Bowdoin square to Merrimac street. 1821, formerly Chardon's lane. 1795.

CHARTER STREET—Hanover to Commercial streets. 1708.

CHELSEA STREET—City square to Bridge. 1833, formerly Salem Turnpike. 1818.

CLEVELAND PLACE—Snow hill to St. Margaret street. 1846, formerly Margaret alley. 1814. Margaret avenue. 1837.

COMMON STREET—Washington to Tremont streets. 1824, formerly Walker's lane. 1741. Clough street. 1743, part of Nassau street. 1788.

CONGRESS STREET—State to Water streets. 1800, formerly Leverett's lane. 1708. Quaker's lane. 1800. Water to Milk streets. Dalton's row. 1769-1788. Dalton street. Milk to High streets. Formerly Green's lane. Atkinson street. 1732.

CONGRESS SQUARE—1821. Formerly Half Square court. 1708. Salter's court. 1808. Exchange square. 1818.

COPE'S HILL—Between Snow Hill, Charter and Comm. streets. Formerly Mill Hill. 1632.

CORNHILL—Washington to Court streets. 1829. Formerly Cheapside. 1816. Market street. 1817. Market row. 1817.

CORN COURT—From 11 Faneuil Hall square. 1708, formerly Noyes alley. 1707.

CROSS STREET—Haymarket square to Commercial street. 1708, called at the same time "The Highway to Breeden's Wharf."

COURT STREET—Washington street to Bowdoin square. 1788: Washington street to Scollay square, formerly Prison lane. 1634-1708: Washington to Hanover streets. Queen street. Cambridge street. 1708.

DEVONSHIRE STREET—Dock square to 88 Summer street. King to Water streets, formerly Pudden of Pudding lane; Water to Milk streets, formerly Joyliff's or Joyliff's. 1708: at one time called Black Jack alley.

ELM STREET—Hanover to Union streets. 1800; formerly Hudson's lane. 1658; Wing's lane. 1708.

ENDICOTT STREET—1836; part of Mill lane. 1805.

ESSEX STREET—Washington to Atlantic avenue; called Anchemut street.

EXCHANGE STREET—State street to Dock square. 1817; called Shrimpton's lane. 1708. Royal Exchange lane. 1800; Exchange lane. 1800.

EXCHANGE STREET—Congress to Kilby streets. 1873; formerly Lindall street.

FEDERAL STREET—Milk to Summer streets. 1788; Milk to Federal street bridge, called Long lane. 1788; Atkinson street. 1708.

FERRY STREET—North to Fulton streets. 1842; called Persia street. 1831.

FRANKLIN STREET—Washington to India streets. 1798; Washington to Hawley streets, formerly Vincent's lane. 1777.

FRANKLIN AVENUE—Court street to Brattle street. 1817; formerly Brattle street. 1708; Brattle alley. 1722; Dasset's alley. 1789.

FRANKLIN STREET—Broad to India street. 1806; formerly Broad street. 1808.

FRIEND STREET—Union to Causeway streets. 1735; formerly Separate lane. 1722.

HANCOCK STREET—Salem street to Mt. Vernon street. 1840; formerly Davis lane; Turner street, previous to 1732; changed to George street in 1732.

HANOVER STREET—Court street to Chelsea ferry. 1708; formerly Orange Tree lane previous to 1708.

HARRIS STREET—Hanover street to North street. 1826; formerly White Bread alley. in 1708; formerly Bartlett street. 1708 to 1826.

HARRISON AVENUE—Essex street to Beach street. 1841; formerly Raissford lane. 1708.

HAWKINS STREET—Sudbury street to Chardon street. 1732; formerly Tattle street. 1756.

HAWLEY STREET—Milk street to Summer street. 1799, formerly Bishop's alley. 1708. Formerly Board alley 1792. Also called Gilbert's alley, Richardson's alley and Whourne lane.

HIGH STREET—Summer street to Fort Hill square. 1797, formerly Cox lane. 1708; changed to Fort Hill lane. 1798; changed back to High street. 1875.

HOLLIS STREET—Washington street to Tremont street. 1788; formerly Broad alley. 1722.

HOWARD STREET—Court street to Bulfinch street. 1821, formerly Sober's court. 1732. Named after John Howard whose house stood at corner of Bulfinch street and Bulfinch place.

HULL STREET—Salem street to Commercial street. 1701; granted to town by Judge Samuel Sewell and his wife, Hannah, in 1701 to be called Hull street. Named after her father John Hull, famous mint master.

KILBY STREET—Water street to Milk street. 1649. Laid out. Called Kilby street in 1800. Formerly Cooper's alley 1708, formerly Mackerill lane. 1708 to 1784; formerly Miller's lane. 1784; Adams street. 1788.

KILBY STREET—State street to Milk street. 1769; Mackerill lane from State to Water; Cooper's lane. 1708.

KINGSTON STREET—Summer street to Beach street. 1800; formerly called Plymouth street.

LIBERTY SQUARE—1793. Junction of Kilby, Water and Battery march streets.

LIME STREET PLACE—Lime street, southeasterly, formerly Allen place.

MAIN STREET—City square to Somerville line. 1769; formerly called Market street. 1714.

MARSHALL STREET—Union street to Hanover street. 1822; formerly called Marshall's lane. 1708.

MATHEWS STREET—Federal street to Congress street. 1868; formerly Round lane. 1732; formerly Williams street. 1821.

MASSACHUSETTS AVENUE—Harvard bridge to Edward Everett square. 1894; formerly West Chester park, formerly Chester street, Chester park, formerly East Chester park.

MERCANTILE STREET—Clinton street to Southmarket street. 1879, formerly called Quincy Row.

MILK STREET—Washington street to Atlantic avenue. 1708, from Washington street to India street, formerly called Fort street from India street to Atlantic avenue, formerly called South Meeting House lane.

NORMAN STREET—Green street to Merrimac street. 1877, formerly called Gouch lane. 1732.

NORTH STREET—Union street to Commercial street. 1852, formerly Port of Ann street, also called Ship street, Fish street, Drawbridge street and Conduit street.

NORTH CENTRE STREET—North street to Hanover street. 1773, formerly called Ball's alley, also Peraway's alley and Paddy's alley.

OLIVER STREET—Milk street to Atlantic avenue. 1708, from Milk street to High street, formerly Oliver's lane, from Franklin to Atlantic avenue, Gibb's lane and Gibson's lane.

OXFORD STREET—Beach street to Essex street. 1842, formerly Ashburton street, from 1717 to 1842. Before that Peck's lane.

PARK STREET—Tremont street to Beacon street. 1803, formerly Centry place.

PARMENTER STREET—Hanover street to Salem street. 1870, formerly Beer lane. 1708, also called Bear's lane, Bur lane and Bridge lane in 1796 and Richmond street.

RICHMOND STREET—Hanover street to Atlantic avenue. 1800, from Hanover street to Salem street, called Bee lane. 1708, also called Bear's lane and Bur lane. Bridge lane. 1796.

PEARL STREET—Milk street to Atlantic avenue. 1800, from Milk street to High street, called Hutchinson street. 1722, also called Palmer street. 1788. Green lane. 1789. Extended to Purchase street. 1821.

PORTLAND STREET—Hanover street to Causeway street. 1807, formerly Cold lane. 1708 to 1807.

PRINCE STREET—North square to Endicott street. 1708, formerly Black Horse lane. 1702.

PROVINCE STREET—Bromfield street to School street. 1833, formerly called Governor's alley. 1715, formerly Montgomery street. 1823, also Province alley. 1833.

SALEM STREET—Hanover street to Charter street. 1708, formerly Green lane, also Rock street.

SCHOOL STREET—Washington street, to Tremont street. 1708, formerly Common street. 1645.

SENTRY HILL—The name of the hill known as Beacon Hill at State House.

STATE STREET—Washington street, to Atlantic avenue. 1788, formerly called King street. 1777.

ST. JAMES AVENUE—Berkeley street to Clarendon street. 1860, formerly A street.

STODDARD STREET—Hanover street, to Court street. 1829, formerly called Stoddard lane. 1722; also called Southaks lane and Fitches lane. 1788.

SUDBURY STREET—Court street to Merrimac street. 1645. This is the only street which, existing in 1645, retains its original name, though it doubtless received the name many years before 1645.

SUMMER STREET—Washington street to Reserved Channel. 1708, formerly called Myline street, also called Seven Star lane.

TEMPLE PLACE—Tremont street, to Washington street. 1830, formerly called Turnagain alley. 1708.

WILSON STREET—Hanover street, to Salem street. 1821, formerly called Love street. 1708; also called Love lane and North Writing School street. 1789.

STILLMAN STREET—Salem street, to Haymarket square. 1830, called Baptist alley.

TREMONT STREET—Court street to Huntington avenue. 1708, from Howard street to Beacon square to Beacon street Old Burying Place Highway. 1663.

UNITY STREET—Charter street, to Tilton street. 1795, formerly Elias street. 1733 to 1745, formerly Clough street. 1756.

WINTER STREET—Washington street, to Tremont street. 1708, formerly Blott's lane and Hannister's lane.

WASHINGTON STREET—Adams square, to School street. 1708, formerly called Cornhill. From School street to Summer street formerly called Marlborough street. 1708.

Summer street to Essex street, formerly called Newbury street. 1708; Essex street, to Dover street, formerly called Orange street.

RECORD 3/28/30

FITZGERALD RAPS TERCENTENARY PLANS

Says City Must "Snap Out of Inferiority Complex"

Believes Officials Started Too Late on Celebration

John F. Fitzgerald was in a genial mood last night—and he also was in a critical mood. Without mincing words he told 75 members of the Back Bay Association at the Hotel Brunswick a few things that he feels are wrong with Boston and with the plans for the tercentenary celebration.

Boston, the ex-Mayor and Democratic candidate for Governor asserted, needs "to snap out of its inferiority complex if it is going to get anywhere."

"For years, too many Aques have been running things around town, especially the industries and utilities. Certain of the transportation lines have changed for the better under new direction, but new vision is still needed," he said.

"If Boston will get away from its ancient, Puritanical inferiority complex, it will go ahead by leaps and bounds."

He did not go into specific instances, or mention names.

Without attempting to assume a derogatory attitude toward the celebration of the tercentenary, in which he is playing an important part, Mr Fitzgerald declared plans for the celebration should have got underway long before they did, that a great exposition should have been planned.

Qualifying his assertions by saying that it was easy enough to criticize, he said that the exposition of the Associated Industries will redeem, to some measure, the failure to plan a great exposition of wide scope.

He had much praise for the American Legion and declared that, in his experience, he had found the members of the Legion to be as well behaved during a convention as any group, including ministers.

He declared that the Third International has been attempting to discredit Legionnaires by dressing up interna-

tional members in Legion uniforms and having them act in a discordant and disgraceful way.

Then, to show that he was not in an entirely serious mood, he called for music, stepped out onto the floor and sang "Sweet Adeline." Then he led in singing popular songs, and told a few jokes.

The association elected the following officers: Eugene Howell, president; Joseph H. Hill, vice president, and Emile F. Coulon, Albert H. Hall, A. N. Hatch, B. F. Miner, Irving Poole, and Frederick A. Richardson, directors.

WANTS CITY LABORERS CONTINUED ON JOBS

Joseph A. Rourke, superintendent of public works, yesterday requested Mayor Curley that the temporary laborers appointed Dec 30, whose terms expire March 30, be continued two or three weeks in service until approval is given for a new batch application for which has been made with the Civil Service Commission.

The men were appointed as teamster-laborers at \$5 a day in the Sanitary, Highway and Water Departments. Requisition has been made on the civil service for the certification to appoint 100 men who have persons dependent upon them for support under the recently enacted law.

When reading Mayor Curley's greeting to distinguished visitors, which, in pamphlet form, is to be given such visitors at City Hall this year, remember that Mr Curley, like the late Senator Henry Cabot Lodge, calls the Cradle of Liberty "Fannel Hall."

Mayor Curley has written to the North German Lloyd-Hamburg American Company that the port of Boston offers exceptional opportunities for freight and passenger business to enterprising steamship companies, and Mr Curley is a man who knows an opportunity when he sees one.

CURLEY SPEEDS UP TRAFFIC TUBE PLANS

Asks Various Boards to Settle on Entrances

City Hall Conference Bears Upon East Boston Tunnel

The Boston Transit Commission and the Metropolitan and City Planning Divisions have been asked by Mayor Curley to get together and endeavor to reach a determination this week if possible as to where the entrances to the East Boston vehicular tunnel will be located and other matters pertaining to the tunnel in order that work may be started.

Mayor Curley held a conference yesterday on the matter in his office at City Hall.

Present were Henry I. Harriman, chairman of the Metropolitan Planning Division; Col. Thomas F. Sullivan of the Transit Commission, and Frederic Fay of the Metropolitan and Boston Planning Divisions. A report was asked for by Mayor Curley.

RECORD 3/28/30

\$45,000,000 City Loan Awarded N. Y. Firm

City Treasurer Edmund L. Dolan's first official act yesterday was to award a \$45,000,000 loan to Solomon Bros. & Hutzler of New York, lowest bidders. The interest rate will be 3 1-3 per cent, and the loan is in anticipation of current year taxes.

CURLEY O. K.'S SCHOOL LEASE

A lease of quarters for the school buildings department in the Lawyers' Building, Beacon st, at a rental of \$24,600 a year, was approved yesterday by Mayor Curley.

RECORD 3/28/30

Works Both Ways

Mayor James M. Curley, addressing the assessing force which is to begin revaluing Boston property soon, emphasized the need of politeness to property owners.

A powerful hint was dropped by His Honor that there is plenty of unemployment and that any impolite assessor might find himself supplanted by one of the present unemployed.

Being polite FOR the city is a good plan. And how about being polite TO the city. Let the taxpayers, when they receive their bills, show courtesy by prompt settlement of the same. The quicker the payment of tax bills the easier the municipal engine runs.

LOW CITY BIDDERS ON CONTRACTS INCREASE

Competition among low bidders for city contracts is getting pretty keen and the situation has probably resulted from scarcity of available contracts. Figures in the hands of Mayor Curley for the erection and completion of the Margaret Fuller School illustrated the hairline margins.

The two low bidders were Spinnelli and M. S. Kelliher. Spinnelli's bid on Item 1 was \$65,000 and on Item 2 \$67,200, while the Kelliher bids were \$64,850 and \$67,680.

"Y" WORK PRAISED BY MAYOR CURLEY

Total Raised Yesterday by
Business Men \$11,651

The aims and purposes of the Boston Y. M. C. A., as expressed yesterday by Mayor James M. Curley at the Boston City Club, are the saving of men rather than the accumulation of dollars. Mayor Curley was speaking at the first report luncheon of the 100 business men, otherwise known as the Acmy Club Workers, who are conducting a drive to raise \$146,978 or 10 percent of the annual cost of operating the Boston "Y."

The grand total yesterday was \$11,651, which was said to be about \$4000 less than the total raised on the first day of the campaign last year.

There were 617 contributions to yesterday's total. Division D, with a total of 99 subscriptions, announced \$2407 for the day, the highest of any of the seven divisions. Division A came second with a total of \$2380 from 175 subscribers. The other division totals were: B, \$1696; C, \$2041; E, \$1152; F, \$925; G, \$1050. Silk hats were presented to Gen Everett S. Litchfield in charge of Division A and Gen William C. Chick, in charge of Division D.

Drive Chief Speaks

William J. Davidson, New England president of the Great Atlantic & Pacific Tea Company and commander-in-chief of the annual budget drive of the "Y," presiding, spoke of the favorable conditions under which the canvass is being made and expressed the hope that today's total would reach 25,000.

Mayor Curley, who was the special speaker at the luncheon, brought along with him George E. Phelan, manager of the George Robert White Fund of the city, and Col Thomas F. Sullivan, chairman of the Boston Transit Commission and acting chairman of the Boston Traffic Commission. Others at the head table were E. Fred Cullen, one of the two corps commanders of the drive, and Wilton Vaughn.

Introduced by Mr Davidson, Mayor Curley congratulated the Boston Y. M. C. A. on its choice of a field marshal in the person of Mr Davidson, adding that no man, in his opinion, was more exceptionally qualified than Mr Davidson, who guides the destinies of the 3000 New England food stores of the A. & P.'s chain of 16,000 throughout the country.

MAYOR ASKS \$5000 FUND FOR BIRDS AND FISHES

Birds and fishes to the tune of \$5000 find a place in an order calling for the expenditure of \$32,000 which Mayor Curley will send to the City Council Monday.

The sum of \$19,500 is asked for improvements of Highland Park, Roxbury, which was the secondary base of operations of Gen Knox at the time of the evacuation of the British.

The remaining \$7500 is for the Arnold Arboretum. The Council will be asked to charge it to the income of the George F. Parkman Fund.

as being dedicated to the laudable purpose of making better men. He recalled the problem of unemployment among the sailors and soldiers when they returned from the World War, and recounted how the city of Boston, administered by himself, furnished work through legislation and thereby saved for a useful future youths who, only months before, saved democracy and American institutions. The Mayor told how out of the great war came the "Y" secretary and the Salvation Army lassie, hand in hand.

Impressing upon the drive workers that they were raising funds for a most important purpose, Mayor Curley pointed out that it is not the youth who associates and mingles that society fears for, but rather the so-called "Lone Wolf." The speaker praised the workers as assisting the "Y" in sowing seed that will make for a better common understanding among men. In closing he wished the workers and the "Y" Godspeed in a work that will be beneficial, not today or tomorrow, but as long as the republic endures.

NEW POSTAL HOURS OPPOSED BY CURLEY

He Protests Closing Four
Big Branches at 8

Mayor Curley yesterday wired Congressman John J. Douglass in an effort to have the branch Postoffices at the North Station, at Essex st, at Hanover st, and in the Back Bay kept open for the handling of mail after 8 p m. New regulations call for the 8 o'clock closing.

The telegram said that the evident purpose of the closing was to effect economy and dispense with services of employees, regardless of the injury to the service and inconvenience to the public.

The Mayor said that in his opinion the branches were as important as the South Postal Station, through which all the mail is now being handled after 8 p m. Mayor Curley suggested that Congressman Douglass take the matter up with the Postmaster General and have the stations now closed placed on the same basis as the South Postal Station.

MAYOR REMINDS GERMAN LINES OF PORT OF BOSTON

Urging direct weekly service with combination passenger and cargo steamers from Boston to German ports, Mayor Curley yesterday sent the following telegram and cablegram to the North German Lloyd and Hamburg American Lines:

"The port of Boston, center of America's most active industrial and productive overseas passenger area, with superior port facilities and many advantages, including shortest ocean distances, deepest channel, longest pier

and greatest drydock on Western Hemisphere, cordially invites your consideration in reallocation of steamers under pooling of Hamburg American and North German Lloyd. Beyond question direct weekly service, with combination passenger and cargo steamers from Boston to German ports is most promising opportunity on Atlantic seaboard."

CHANNEL STUDY IS OPPOSED

Juggled for 55 Years,
Says Hearing Speaker

The resolve providing for further investigation by a special recess commission of the advisability of filling in part of Fort Point Channel and South Bay in Boston harbor met with opposition yesterday before the joint legislative rules committee.

Francis X. Tyrell, of Chelsea, declared the subject has been "juggled about" for the past 55 years without the achievement of any constructive results. He said he is not opposed to the project if it is linked up with a comprehensive plan for the development of the Port of Boston, but stated that the proposal before the committee for further investigation was "piece-meal" legislation.

In favor of further investigation, Representative Willard S. McKay of Newburyport declared that filling in of certain parts of the channel and the bay would result in a great public health benefit to Boston. He said the commission last year did not have sufficient funds to complete its work. The proposal was also favored by Representative Francis D. Dailey of Boston.

CITY HALL NOTES

For a new ferryboat which will continue in operation even after the proposed East Boston traffic tunnel is completed, Mayor Curley yesterday awarded a contract of \$346,800 to the Bethlehem Shipbuilding Corporation, Fore River. Work on the new boat will be started without delay and the Fore River officials have agreed to provide employment at East Boston by constructing the boilers and other equipment for the modern ferry at their plant in the Atlantic Works at Border street.

Restoration of Highland Park, Roxbury, where General Knox maintained his base during the Revolutionary war, was ordered yesterday by Mayor Curley at a cost of \$19,500 so that the historic standpipe and other historic marks will be in first class condition for the visitors to the tercentenary celebration here this year.

Funds for the improvement will be taken from the income of the \$5,000,000 Parkman fund, which will also provide this year \$5000 for new birds and fishes for the Franklin Park Zoo and the Aquarium, and \$7500 for new fences at the Arnold Arboretum.

OCTOBE 3/27/30

NEW CITY GREETING WRITTEN BY MAYOR

Distinguished Guests Will Receive Folder Containing Welcome To Tercentenary Here

Distinguished visitors to the office of Mayor James M. Curley have formerly received a folder containing a portrait of the Executive, but from now on the visitors will receive a folder containing the portrait and also a greeting from Boston.

The greeting has a true Tercentenary spirit and was composed by Mayor Curley. It is as follows:

"To welcome all who visit Boston during this, the Tercentenary of our historic city, and extend to them courtesy and hospitality is both an honor and pleasure.

"Here began that momentous struggle whose outcome was American Independence, the organization of the United States and the creation of a democracy dedicated to the principles of government of the people, by the people, and for the people, and the doctrine of equality expressed in civil, political and religious liberty.

"This Tercentenary year Boston beckons with the extended arms of hospitality, and says: 'Come, my children, to the Mother City of Liberty. Visit the spot where the blood of the white and black man mingled in the baptism of freedom. Visit the beacon light of hope to suffering humanity, where the threat of gibbets failed to stifle the protest of righteously indignant patriots—old Faneuil Hall.'

"Visit the Old South Church, sacred to the memory of John Hancock and of Samuel Adams. Visit the Old North Church from which flashed forth Paul Revere's message that made possible the firing of the shot at Lexington Green 'heard 'round the world.' Visit old Boston Common, Bunker Hill, and Dorchester Heights, where trod the immortal Washington.

"Breathe the atmosphere where patriotic Americans dared and died that this Nation might have its birth, and, strengthened by the draught at Freedom's Fountain, go forth as zealous missionaries determined to teach by individual example the lesson of the fathers, and promote, by every possible means, that degree of economic justice which will instill a new meaning into the words, 'My country, 'tis of thee, sweet land of liberty!'

"In visiting Boston, every citizen imbued with the principles of American liberty is coming to the spiritual home of the Nation. Home, the sweetest and tenderest word in our language! Sweet, because of the associations it recalls; tender, because of the memories it evokes. It has inspired the song, 'Home, Sweet Home,' that has touched the heart of the world and given it a common meeting ground.

"The murmurous babble of the cradled baby, the wondrous music of the child's innocent prattle and infectious laughter, the sweet and patient presence of one whose love and forbearance could ignore error, forget misdeed, magnify good, and the faith of her who daily brought to the throne of God her prayers for our future safety and success;—this is the very soul of 'Home, Sweet Home'; the spirit of the mothers of men pulsates in every line of the song; and what the mother is to her child Boston has been to liberty.

"JAMES M. CURLEY,
"Mayor of Boston."

TO START LEGION PARADE AT 10 A M

Expected to Take Eight
Hours to Pass

Reviewing Stand Will Run Full
Length of Tremont-St Mall

With from 60,000 to 75,000 in the line of march and with some 250 bands playing, it will take eight hours for the American Legion parade to pass the reviewing stand, with men either eight or ten abreast, members of the American Legion national convention committee informed Mayor Curley yesterday.

As the result of the increased size of the parade, it has been decided to start the parade next Oct 10 at 10 a m instead of 11 a m, as had been previously planned.

Mayor Curley was informed of the announcement yesterday by Gaspar G. Bacon, chairman of the Legion finance committee, that \$15,000 has already been raised of the \$100,000 fund necessary for entertaining the Legion's national convention. A drive for the balance starts today with the hope that the goal will be reached by next Wednesday.

Some 300,000 persons will come here by 100 special trains and by chartered steamships to attend the Legion's biggest and Boston's biggest convention.

After the conference with Mayor Curley it was stated that the reviewing stand for the parade would be erected on the Tremont Street Mall, running the entire length of the mall. The Mayor's reviewing stand will be in the center of the mall and will be in the form of a "Court of Honor." There will be special seats for the national officers of the Legion and its affiliated organizations, for gold star mothers and for disabled veterans.

DAILY, DOLAN, O'HARE ARE SWORN INTO OFFICE

At City Hall City Clerk Wilfred J. Doyle yesterday swore into office three new city officials, Henry L. Dalley, city registrar; Edmund L. Dolan, city treasurer, and William G. O'Hare, institutions commissioner. A large number of friends were present to see these new appointees Mayor Curley inducted into office.

Many floral tributes were sent to the desks of the new officials.

CONTRACT FOR FIREBOAT AT \$346,000 APPROVED

The award of a \$346,000 contract to the Bethlehem Shipbuilding Company at Fore River for the construction of a fireboat was approved yesterday by Mayor Curley. It was the lowest bid.

Because of Mayor Curley's desire to foster employment in Boston, he was assured that the boilers for the boat would be supplied by the Atlantic

MAYOR SEEKS SPEED ON TUNNEL

Asks Engineers of Metropolitan Commission to Help Dispatch Big Issue

Immediate action on the East Boston tunnel project was asked today by Mayor Curley at a conference in his office with Henry I. Harriman, Col. Thomas F. Sullivan and Frederic H. Fay.

The Mayor requested that the engineers of the Metropolitan Planning Commission, the City Transit board and the City Planning Board get together this week to decide on the location of the tunnel entrances and the route in general.

When a decision is reached a report will be made to the Mayor. Col. Sullivan is chairman of the Transit board. Mr. Fay represented the city planning board. Harriman, president of the Chamber of Commerce, was chairman of the metropolitan planning board when tunnel plans were drafted.

Curley for Levy Notice Measure

Mayor Curley was yesterday recorded in favor of a bill providing that cities and towns in the metropolitan district be notified when metropolitan improvements are recommended, as to the assessments which will be levied against them, in the event that the projects are carried through.

The position of the mayor was made known to the legislative committee on metropolitan affairs by Thomas H. Bilodeau, special counsel for Boston. The bill was filed by Rep. Luke D. Mullen of Charlestown.

School Department Lease's Approved

Mayor Curley today approved a lease for quarters for the school buildings department in the Lawyers' Building, 11 Beacon st., for five years at an average rental of \$24,600 a year.

For some time the mayor has hoped to find new quarters for the health department, and eventually that department may occupy quarters at the same location.

Ferryboat Will Be Built at E. Boston

Mayor Curley has awarded a contract for a new ferryboat to replace the Gen. Sumner, to the Bethlehem Shipbuilding Co., the lowest bidder, the bid being \$346,800. The mayor was assured that the boat would be built at the Atlantic Works in East Boston.

Curley Will Attend Democratic Dinner

Mayor James M. Curley and other men of prominence will be guests of the Colored Democratic Political League of Massachusetts at the dinner to be tendered, March 28, to two members of that organization, Julian D. Rainey and James G. Wolff, newly appointed assistant corporation counsel of the city of Boston.

Among the speakers will be Frank J. Donahue, chairman of the Democratic State Committee; Corporation Counsel Samuel Silverman, Charles E. Scott of Worcester, Dr. W. O. Taylor and William Gaston.

Dr. S. F. Taylor, president of the league, will preside. Reservations have been made for 250 guests.

GLOBE 3/27/30 WANTS 333 STREETS ACCEPTED IN WARD 18

**Councilor Norton to Ask
for Improvement**

Stressing the point that there are more unaccepted streets in the Ward 18 section of Boston than in any other one ward in the city City Councilor Clement A. Norton said today that at the meeting of the Boston City Council next Monday he intends to introduce an order calling for the acceptance and improvement of 333 streets.

The Ward 18 area comprises one-sixth of the total area of the city and includes not only West Roxbury, Roslindale and Mattapan, but Hyde Park and Readville.

Councilor Norton recently made a survey of the streets of his district and listed more than 600 thoroughfares in the entire area that should be improved.

Mayor Curley paid special attention to street laying out in his inaugural address, and he has since been before the State Legislature seeking the enabling legislation to borrow \$10,000,000 to be expended in the next four years in putting streets throughout the city in good condition.

The appropriation would not only lay out hundreds of streets now on the unaccepted list, but also keep in good repair any number that are much the worse for wear.

The number of streets ready to be accepted is extremely large in West Roxbury, Hyde Park and Dorchester.

Urge Bill for Full Power Over Boston School Deputies

Legislation to give the superintendent of construction in the department of school buildings in the City of Boston the power to remove and reappoint his deputies, was urged today before the legislative Committee on Cities by Richard J. Lane, chairman of the board of schoolhouse commissioners of Boston, Representative Thomas R. Bateman of Winchester and Judge Michael J. Sullivan.

Mr. Lane explained to the committee that under the act passed last year, establishing the new board of school commissioners, there appeared to be some doubt as to the authority of a deputy to act for superintendent in case of the latter's incapacity and also as to whether the superintendent had the right to remove as well as to appoint his deputies. The speaker said that the question had arisen as to whether the deputies should be placed under civil service. This had been cared for, the speaker said, as a result of an opinion from the attorney general, which states that the provision giving the superintendent the power to remove a deputy prevented the men from being regulated by civil service laws. Dr. Francis D. Donoghue, a member of the schoolhouse commission, and James J. Downey, assistant superintendent of schools in the City of Boston, also favored the measure.

An expected renewal of the fight to abolish the board of police of the city of Fall River and substitute local control failed to materialize before the committee when the petitioner, Representative Thomas C. Crowther of Fall River, requested that the measure be given a

Again Planning Traffic Tunnel

Now that the Legislature has turned down Mayor Curley's desire for the consideration of a bridge across the harbor, rather than a traffic tunnel, the latter project has been taken up again at City Hall.

Today the mayor conferred with Thomas F. Sullivan, chairman of the transit commission; Henry I. Harriman, of the Metropolitan Division of Planning and Frederic H. Fay, chairman of the City Planning Board, making the announcement later that the conference had almost settled the dispute on the \$16,000,000 project which has been in existence for months.

The mayor requested that the engineers of the three departments go to work at once to try to reach a determination of the route and the approaches this week if possible.

Says Boston Must "Show the World"

President Harold F. Mason of the Boston Real Estate Exchange, urges realtors to help support Mayor Curley's boom—Boston publicity bureau, in the following statement:

"There has been need for some time of a local agency whose function should be the giving of disinterested help to industrial development—not only help in the line of supplying information to outside industries wishing to locate here, but also help industries we have. To establish such an agency is but to keep pace with the times, as many cities of the country now have industrial boards which are very active in their publicity campaigns as well as in other ways.

"If we are to maintain our industrial position we must meet this modern type of competition by showing the world that

Metropolitan Boston is the fourth city in size in the country; that we are blessed with many advantages of a physical nature; and we have here the money, experience and brain power which has done so much in the line of development in the past and which are available now and for the future.

"Fortunately, at this time we have in Boston one who is a leader, one who sees conditions with a clear mind, and one who stands ready to render a great service to the community and will render this service if only he can obtain the co-operation of the business men of Boston. This man is none other than our mayor. In the short time since taking office, Mayor Curley has already set up a Commercial, Industrial and Publicity Bureau, which is now functioning. Back of this bureau is an advisory committee of about twenty-five individuals chosen from the banks, railroads, public utilities, trade associations and educational institutions, on which it is my privilege to represent you.

"This bureau, with its advisory committee, is the agency I believe than can most effectively carry on this industrial work in a collective and impartial manner for the good of all. It deserves the full co-operation and support of all members of the community, no matter what line of business they are in. Give it a chance and it will prove its worth.

"With the money, brains and natural advantages of our city together with the optimism that exists here, there is no doubt as to the success of this progressive undertaking and no delay should be made in getting under-way. The stage is set. I urge you all to support this modern movement with all the resources at your command."

TRANSCRIPT 3/26/30 One Year Program for School Plan

Both Chairman Frank A. Goodwin of the Finance Commission and Chairman Joseph J. Hurley of the School Committee are in agreement that there should be a one-year program for schoolhouse construction, instead of the three-year plan before the Legislature, calling for authority to spend \$15,000,000.

In an open letter to Mr. Hurley, Chairman Goodwin said he was "very much surprised if the statement given out by your school committee was intended to create the impression that an investigation of school expenditures is not necessary." He continued:

"Taxpayers are vitally interested in school expenditures, which have increased from \$7,495,052 to \$20,307,391 in a decade."

If the school committee's proposed building program goes through, fully \$60,000,000 will be spent in the next three years and, he says, "from information now in my possession I do not think the fact that the survey committee has already investigated school expenditures precludes further investigation."

In the last four years seating capacity has been provided for 16,192; while school enrollment increased only 4287. Notwithstanding this, he asserted, there are practically the same number of children in portables as four years ago.

"I do not find that the survey committee has given sufficient study to this recommendation or recommended a remedy for it," he said.

TRANSCRIPT 3/29/30 Arco Museo Comes to Boston Tuesday Mexican Children's Gift to Be Received by Governor Allen at State House

The Arco Museo, sent by the school children of Mexico to the school children of Massachusetts, which has been on exhibition in Worcester, this week, will be received by Governor Frank G. Allen, at the State House, Tuesday, at 11.30 A. M. If the weather is pleasant the exercises will be on the steps at the main front entrance; if stormy, in Doric Hall. Decorations are furnished by John J. O'Brien. The chairman of the Mexican reception committee, Rev. G. H. Leining, will introduce Sr. Filomeno Mata, Mexican consul, who will formally present the cabinet. The governor will accept in the name of the Commonwealth. One hundred representative people have been

asked to attend, and Commissioner Payson Smith of the Department of Education has arranged to have delegations from suburban public schools attend.

After the reception at the State House the cabinet will be taken to City Hall, perhaps accompanied by a simple parade of school children from neighboring cities and Boston. In front of City Hall, if weather permits, Mayor James M. Curley will receive the cabinet in the name of the city.

After exhibition in a public place for a week or more, the "Arco Museo" is expected to visit many other cities throughout the Commonwealth. A number of applications have already been received. Its permanent location will be in the Children's Museum in Jamaica Plain.

The exhibit has attracted great interest in Worcester this week. On Saturday, a Friendship Program was given before 1500 children of the public schools in High School hall, with a display of Japanese dolls and Mexican school bags. Mrs. Hyde Smith of the Council of Jewish Women spoke on Friendship and Peace. Miss Sarah A. Marble, supervisor of the kindergarten and primary schools, explained the Japanese and Mexican projects, and publicly acknowledged the Mexican children's gift. Guards and ushers were furnished by the Boy Scouts and Girl Scouts, Rainbow and Camp Fire Girls, and Girl Reserves. Headed by buglers the children marched across the square to the Art Museum to see the Mexican case on display.

TRANSCRIPT 3/24/30 Boston First to Seek Men Under New Priority Act

Boston is the first municipality to avail itself of the sixty-day emergency act, in effect March 14, giving priority to men with dependents in employment as temporary laborers for public works in city and towns. No other city or town in the State has as yet made application under the emergency law, nor has any of the various State departments, according to information given by Secretary John C. Gilbert of the State Civil Service Commission to John J. Walsh, vice chairman of the Civil Service Committee of the American Legion.

Secretary Gilbert reports that Joseph A. Rourke, Commissioner of Public Works of Boston, has made requisition under authority of the new act for fifty laborers and fifty teamsters and also requisition for two ship joiners to be temporarily employed. Mr. Gilbert reports that he is receiving numerous inquiries relative to the operation of the law.

RING GRAFT ON CHINESE BARED BY AMERICAN

The Chinatown "racket!"

Spectacular police raids on little pretext—crashing axes, thudding sledges, terrified Celestials herded into patrol wagons.

"Hire this lawyer or go to jail."

"Do business with that bail commissioner or it'll go tough with you in court."

The Chinatown "racket"—a racket of petty graft split three ways:

One-third to the lawyer.

One-third to the head of the police raiding squad.

One-third to the bail commissioner. A petty graft practised for years in Boston, according to information given to Atty-Gen. Joseph E. Warner and the Boston Evening American in the Garrett investigation.

Yes, a graft not so "petty" when viewed in the light of repeated raids and a continued prosecution and persecution mounting toll over the years.

LAWYERS IN 'GRAFT'

During the last few years of Oliver B. Garrett's reign as czar of the liquor and vice squad, raids in Chinatown were frequent and steadily increasing. Chinese guilty of no greater violations of the law than fantan, poker or gambling with dominoes were arrested in spectacular raids. Large numbers of them were herded to Lagrange st. police station, later to appear in court.

The raids became so common and the motive so apparent that certain judges began to comment upon them, and one predicted a shakeup in high police circles if they did not stop.

Albert K. Sidlinger, former bail commissioner, in his remarkable story from Deer Island now appearing exclusively in the Boston American, said:

"I know and I've backed my knowledge with rockbound evidence submitted to the attorney-general how Garrett and his squad operated in Chinatown, how certain lawyers were advertised by raiding officers as the only ones to retain if the defendants expected to get off with a fine."

The Boston American has confirmed Sidlinger's description of

existing conditions. There was graft.

That does not mean that every lawyer representing Chinese is involved. The number of guilty lawyers was small. Some of the most reputable lawyers in the city have represented Chinese merchants and others and represent them today. They are above reproach.

Nor does it mean that every raid was conducted with graft as the motive. There were "honest" raids conducted by honest policemen.

But the Chinatown racket was hard played and it was a profitable source of tainted money.

Last April Judge Thomas H. Dowd in municipal court delivered a scathing denunciation of police tactics in Chinatown, characterized them as "grandstand methods" and fined 62 Chinese arraigned before him the minimum of \$1.

"I'm not at all in favor of these grandstand parades," Judge Dowd said to Special Officer Joseph Clark of Garrett's squad, who presented the evidence in court.

"They are nothing but publicity stunts and these methods will reach the anti-climax similar actions produced a few years ago, when police raiders brought in 60 or 70 at a time.

"If somebody is not careful there will probably be another transfer of police captains. I am sick and tired of seeing mobs such as this come into court. If this continues I will do what I did under similar circumstances a few years ago—I will begin to put all these cases on file.

"This looks very much as if you were rubbing it in."

About three years ago almost as many Chinese were taken in a raid on Oxford st. The attorney who represented them requested Judge Cohen to visit the scene of the raid so that he might familiarize himself with the exact location. He did so, and upon returning to court found some guilty, but placed their cases on file.

CURLEY RAPS RAIDS

He then made the statement from the bench that the Chinese were a law-abiding people, and while there was no doubt they sought pleasure behind barred doors, this was confined to their own class.

Last January, Mayor James Curley, addressing a visiting delegation of Chinese merchants accompanied by former Lieut.-Governor Edward P. Barry, said:

"It is about time that the police and some attorneys stopped making raids in your district upon Chinese fan-tan playing, dominoes or even poker. Until the Chinese debauch white persons, and I have no reason to believe that such a thing will occur, the police raiding squads ought to keep away from Chinatown.

"Your people should have the privilege of whatever enjoyment and pleasure can be derived from such games as they play. I have never known your people to do any harm to others.

"It seems that every time that there is a safe robbery or a murder committed, the police department takes advantage of the opportunity to make a gambling raid in Chinatown. The practice ought to

be stopped and I hope that it will."

This history is reviewed in some detail because a great deal of speculation was aroused as to the reason for the numerous raids, in view of the fact that but small amounts of drugs were seized and those infrequently.

EXPENSE TO VICTIMS

In addition to the terror and annoyance caused the Chinese, including a considerable expense to replace broken doors and locks, the raids caused feuds between the two merchants' associations, the On Leong Tong and the Hip Sing Tong.

Capt. Herbert W. Goodwin of the Lagrange st. station has said he found difficulty in making peace between the warring factions, because one tong declared that the other was giving information to Garrett's squad about card games.

The practice of taking advantage of foreigners ignorant of American laws, by the police and public officials is far from new.

It was done years ago in Chinatown and was stopped by the bringing of civil suits against the police officers for false arrest and destruction of property.

The recent raids were merely a revival of a more or less ancient custom or "racket," and were no more modern than the racket itself.

It many instances the graft worked through a certain bondsman or bail commissioner who yearned to monopolize all the Chinese business.

There were two reasons for the desirability of this business. The first was that the Chinese seldom if ever default and when they do the bond is always good. The second was that the business could be handled by the lawyer and the bondsman to mutual benefit.

The bondsman in question managed to obtain quite a bit of the business through his connector with Garrett, who made the raids and suggested that the bondsman be obtained.

The bail commissioner then suggested that the bondsman be obtained.

The bail commissioner then suggested the advisability of retaining the attorney in question if the defendants wished to escape with a small fine. It frequently happened that the same lawyer had also been suggested by members of the raiding squad.

In time the bail commissioner got the bonding business of one of the tongs and began to make quite a bit of money. His avarice, however, was the cause of his downfall, as is the case in so many other instances.

Curley, in Greeting, Attributes 'Shot Heard 'Round the World' to Lexington

Boston's official tercentenary greeting to distinguished visitors, which was issued yesterday, consists of an autographed picture of Mayor Curley and bears a special 1930 message of welcome.

Through an error the message states that the "shot heard 'round the world" was fired on Lexington Green instead of at Concord bridge. The message follows:

To welcome all who visit Boston during this, the tercentenary of our historic city, and extend to them courtesy and hospitality is both an honor and pleasure.

Here began that momentous struggle whose outcome was American independence, the organization of the United States and the creation of a democracy dedicated to the principles of government of the people, by the people, and for the people, and the doctrine of equality expressed in civil political and religious liberty.

This tercentenary year Boston beckons with the extended arms of hospitality, and says: "Come, my children, to the mother city of liberty. Visit the spot where the blood of the white and black man mingled in the baptism of freedom. Visit the beacon light of hope to suffering humanity, where the threat of gibbets failed to stifle the protest of righteously indignant patriots—old Faneuil hall."

Visit the Old South Church, sacred to the memory of John Hancock and of Samuel Adams. Visit the Old North Church from which flashed forth Paul Revere's message that made possible the firing of the shot at Lexington Green "heard 'round the world." Visit old Boston Common, Bunker Hill, and Dorchester Heights, where trod the immortal Washington.

Breathe the atmosphere where patriotic Americans dared and died that this nation might have its birth, and, strengthened by the draught at freedom's fountain, go forth as zealous missionaries determined to teach by individual example the lesson of the fathers, and promote, by every possible means, that degree of economic justice which will instill a new meaning into the words, "My Country, 'Tis

of Thee, Sweet Land of Liberty!"

In visiting Boston, every citizen imbued with the principles of American liberty is coming to the spiritual home of the nation. Home, the sweetest and tenderest word in our language! Sweet, because of the associations it recalls; tender, because of the memories it evokes. It has inspired the song, "Home, Sweet Home," that has touched the heart of the world and given it a common meeting ground.

The murmurous babble of the cradled baby, the wondrous music of the child's innocent prattle and infectious laughter, the sweet and patient presence of one whose love and forbearance could ignore error, forget misdeed, magnify good, and the faith of her who daily brought to the throne of God her prayers for our future safety and success—this is the very soul of "Home, Sweet Home;" the spirit of the mothers of men pulsates in every line of the song; and what the mother is to her child, Boston has been to liberty.

It is not likely that the mistake in Mayor Curley's message will invoke any further expression of rivalry between Concord and Lexington, for Allen French, president of the Concord Antiquarian Society, last night said, "If there is an error, we shall pass it off this time as a joke, because we are tired of the talk of jealousy and rivalry between this town and Lexington."

NEW HAVEN TO AID PROVIDENCE

Railroad Indicates Willingness to Co-operate on Wheat Export Plan

MOVE TO FORESTALL COMPETITION IN CITY

[Special Dispatch to The Herald]

PROVIDENCE, March 26—Willingness to co-operate with the city of Providence in the development of the port of Providence as a major wheat export point was indicated by the New York, New Haven & Hartford railroad in a report made public by the Providence Chamber of Commerce today.

Apparent eagerness of the New Haven to forestall competition of another railroad to the Providence terminus by increasing its own facilities is indicated by the report which, while not mentioning by name the proposed Southern New England line from Palmer, Mass., to Providence, states that one well-equipped railroad is sufficient to serve Providence.

MORE PIERS NEEDED

The New Haven's study points out that if the port is to be developed to any great extent to rival other export points along the Atlantic coast there must be provided such additional tide-water terminal facilities in the form of piers and a grain elevator as will be required by the grain and other traffic using the port.

Furthermore, increased marketing, purchasing and banking agencies would be required, the survey shows.

It is pointed out that Providence already has a suitable harbor, favorable port regulations, advantageous port charges, "ample railroad terminal facilities and that a complete and adequate rail service is now available to all parts of the United States and Canada."

A grain elevator with 1,000,000 bushel capacity, costing from \$1,000,000 to \$1,500,000 would be required for the export business which Providence and the New Haven hope to attract, the report indicates.

The soon-to-be completed improvements of the Welland canal, making Oswego, N. Y., the principal American port on Lake Ontario by permitting the large grain carrying ships to navigate through to that lake, is the motivating factor in the project to make Providence a great export point.

CAN BEAT COMPETITORS

A through route from Oswego to Providence via the New Haven-controlled Ontario & Western railroad will make Providence a logical wheat shipping point despite competition from ports already established, it is indicated.

"Being served by a single railroad is an advantage as it permits the development of the entire harbor on an equal basis, and a separate terminal railroad to serve the piers is unnecessary," the study says.

In asserting that piers and an elevator should be provided by the state or municipality, the New Haven points out that the state of New York already has built a 1,000,000-bushel elevator at Oswego and when harbor improvements have been assured private enterprise will construct an additional 2,000,000-bushel elevator there.

Seventy-three per cent. of the present water-borne foreign commerce of the United States is handled through 10 principal ports, with the other 27 per cent. moving through 109 local ports, is one factor brought out by the survey, which proposes to develop Providence as an 11th major port.

With grain the principal bulk commodity exported from the North Atlantic ports, Providence, by developing its facilities to correspond with opportunity provided by the Welland canal improvement, could share in this exportation.

THROUGH ROUTE OPEN

There has been considerable comment to the effect that under certain conditions grain to be exported from Providence might be secured through the Canadian National Railway. A through route with this line is now open to Providence via Willimantic, where direct connection is made with the Central Vermont line, controlled and connecting with the Canadian National. This is not considered likely, however, because most Canadian grain export has been made through Canadian ports.

Development of a project to make the port of Providence, a large grain export point through the New Haven railroad connection with Oswego, N. Y., is of interest to Boston because of Mayor Curley's current effort to obtain a grain elevator for Boston.

Mayor Curley has stressed the fact that imminent increase of Oswego facilities would allow

HERALD 3/27/30

Dolan, Daily and O'Hare Officially Start Duties in Curley Cabinet

The addition of three permanent members to Mayor Curley's cabinet yesterday completed the reorganization of city department heads, with the exception of a collector and a traffic commissioner.

City Treasurer Edmund L. Dolan, Registrar Henry L. Daily and Penal Institutions Commissioner William G. O'Hare took charge of their departments soon after they qualified before City Clerk Doyle.

Approval by Gov. Allen of the pending legislation taking from the civil service commission power of passing upon the appointments of the mayor will result in the naming of Joseph A. Conry as traffic commissioner. He has been twice named and as often turned down by the commission.

The fate of Collector George H. Johnson is in doubt. He is a holdover from the Nichols administration. His resignation, presented more than two months ago, has never been accepted, and while it has been strongly reported that former collector William M. McMorro, now a representative, would be selected by Mayor Curley, he has shown no indication to make such a move. It has been semi-officially denied that Collector Johnson has been held over until the unenviable duty of compelling delinquent taxpayers to settle with the city has been finished.

The three new additions to the Cur-

ley organization are the most popular appointments he has made.

Treasurer Dolan accepted the office to be of service to his intimate personal friend and neighbor, Mayor Curley. He is a broker. His previous municipal service has been as a member of the sinking funds commission.

Registrar Daily was greeted in his office by more newspapermen than have assembled in City Hall for years. He has been a reporter and editor for 24 years and has covered City Hall and municipal politics for the Boston American for 10 years. He is a native of Boston and lives with Mrs. Daily and a son, Paul, at 35 Clarkson street, Dorchester. The reception which he held lasted throughout the day.

Commissioner O'Hare, who will have charge of the Deer Island house of correction, lives at 2 Bartlett street Charlestown. He was a school teacher for nine years and a member of the school committee for five years. He graduated from Harvard in 1911.

TRANSCRIPT 3/27/30 Mayor Curley to Speak at Y.W.C.A. Luncheon Saturday

Mayor Curley will be a principal speaker tomorrow at a large luncheon to be given at the Y. W. C. A., 140 Clarendon street, by the board of directors of the Y. W. C. A. and a group of prominent women headed by Mrs. Langdon Frothingham of 476 Beacon street.

Other speakers at the luncheon, which has been planned to afford guests an opportunity to learn about the work of the Y. W. C. A. will be Dr. Henry Hallam Saunderson, minister of the First Parish in Brighton, and Mrs. Charles Todd Wolfe, executive secretary of the Boston Association. An attendance of 125 is expected, as nearly that many acceptances already have been received. Mrs. C. Douglas Mercer, Y. W. C. A. president, will preside.

Among the group of hostesses for this event, in addition to Mrs. Frothingham, are Mrs. John S. Ames, Mrs. I. Tucker Burr, Mrs. W. Arthur Dupee, Mrs. Henry Endicott, Miss Eugenia Frothingham, Mrs. Louis A. Frothingham, Mrs. Alvan T. Fuller, Mrs. Robert Grant, Mrs. Edwin Farnham Greene, Miss Madeleine Lawrence, Mrs. George H. Monks, Miss Annie E. Nourse, Mrs. Vittorio Orlandini, Mrs. Josiah Quincy, Mrs. Thomas Russell, Mrs. Frank Shaw, Mrs. Ezra R. Thayer, Mrs. Nathaniel N. Thayer, Mrs. Leverett Tuckerman and Mrs. Alexander Whiteside.

RAINEY AND WOLFF TENDERED BANQUET

Mayor Curley's appointment of two assistants to the corporation counsel from the city's colored population was highly praised when the Colored Democratic League of Massachusetts last night tendered a banquet to the two lawyers, Julian D. Rainey and James G. Wolff, at a gathering in Butler Hall, 1095 Tremont st, which was attended by 250.

Silas T. Taylor, president of the league, was the toastmaster, and he was introduced by Dr W. O. Taylor, an official of the league. Among the speakers were Corporation Counsel Samuel S. Silverman, Frank J. Donahue, chairman of the Democratic State committee; Dr William M. Worthy, William H. Lewis, A. B. Latimore, William A. Gaston, Joshua A. Jones, City Councilor Charles Smith of Worcester, and Farrell Butler. Mayor Curley was represented by his secretary, Arthur B. Corbett.

The committee was Silas Taylor, Dr Taylor, Dr Worthy and Thomas W. Harris.

The decision of Mayor Curley to make an end of the smoke nuisance in Boston will be hailed with loud cheers. There is no excuse for allowing the city to be blanketed by a cloud of murk. But, after the chimneys are attended to, something might be done about fires in city dumps which, in many districts, especially those just outside the limits of Boston, make whole neighborhoods almost unlivable.

GLOBE 3/27/30

URGES POSTOFFICE FOR BOSTON AIRPORT

Curley Wants Ship-Shore Mail Service

Asks Congressmen to Meet Offer of Steamship Lines

Boston needs a postoffice at the Boston Airport in order to get "ship to shore" mail from the great ships of the French and North German Lloyd lines.

Mayor Curley yesterday announced that the lines had expressed a willingness to assign to Boston some of the large ships that now make New York their port, if there is a postoffice to handle the "ship to shore" mail by plane.

The Mayor has wired the United States Senators and three Boston Congressmen calling their attention to the airport investment of \$5,000,000, indications that it will shortly be the best airport in the country and calling attention to the offer of the French and North German Lloyd Lines.

The telegrams asked intercession with the Postmaster General, for a recommendation from him to the local postmaster to make arrangements for a postoffice at the airport which will be of real benefit to the City of Boston. He asked that immediate attention be given the matter.

ELECTION COMMISSION GIVES CALENDAR TO MAYOR

The Election Commission yesterday presented to Mayor Curley the department calendar for 1930, containing all information pertaining to dates for filing of nomination papers, registration, dates of primary and election for State offices.

The calendar:

- July 1—Registration opens in central office.
- Aug 8—At 5 p m. last time for filing primary nomination papers with election commissioners for certification.
- Aug 8—At 5 p m. last time for filing independent nomination papers with election commissioners.
- Aug 12—At 5 p m. last time for filing primary nomination papers with Secretary of State.
- Aug 12—At 5 p m. last time for filing independent nomination papers with Secretary of State.
- Aug 16—Last time for change of party enrollment for primary.
- Aug 19—Registration opens in Ward registration places.
- Aug 27—Last day for registration and supplementary listing for State primary.
- Aug 29—Last day for filing papers (questions of public policy) with Election commissioners for certification.
- Sept 2—5 p m. last day for filing complaints of illegal registration for State primary.
- Sept 5—Last time for filing papers with Secretary of State (questions of public policy).
- Sept 10—State election.
- Sept 17—Registration opens in Central office for State election.
- Sept 19—At 5 p m. last time for filing recount petitions for State primary.
- Oct 1—Registration opens in Ward registration places for State election.
- Oct 15—Registration and supplementary listing closes for State election.
- Oct 21—At 5 p m. last time for filing complaints of illegal registration for State election.
- Nov 4—State election.
- Nov 7—At 5 p m. last time for filing recount petitions for State election.

RECORD 3/27/30

BE POLITE OR IDLE WILL GET YOUR JOB---CURLEY

Punctilious courtesy to all whom they meet was urged yesterday by Mayor Curley in addressing the assessing force which will shortly begin the work of revaluating property in the city.

He told them in a significant tone that there were 60,000 unemployed in the city now and that if any evidence of discourtesy on the part of the force came to his attention some of the unemployed might be working in the assessing department.

He asked them to pay particular attention to the changed values in property due to a number of community center developments. He cited as examples Uphams Corner, Dorchester, and Coolidge Corner, Brookline.

He pointed out that in the past the only high valuation sections had been in the city proper. He declared that within the past five years, due to a number of community center developments, that property values in certain sections had tripled, quadrupled and even increased to five times their value.

DAILY GIVEN RECEPTION AT CITY HALL

State and city officials and a host of newspaper men were present at City Hall at a reception tendered to Henry L. Daily, who was sworn into the office of city registrar yesterday.

The office, of which he will take charge at once, was banked with flowers and a long line of notables filed through to extend their congratulations on his appointment.

Mr. Daily represented the Daily Record and Boston Evening American in the press room at City Hall.

Mr. Daily was sworn into office by Assistant City Clerk John B. Hynes together with two other new appointees, William G. O'Hare as penal institutions commissioner, and Edmund L. Dolan, city treasurer.

TRANSCRIPT 3/27/30

House Favors Measure for Municipal Advertising

The House of Representatives, on a rising vote of 75 to 19 yesterday, substituted for the adverse report of the committee on municipal finance, a bill which allows cities and towns to appropriate up to one-fifth of one per cent of the annual revenue for the purpose of advertising the business, social and recreational advantages of the municipalities. Under the terms of the measure, the amount so appropriated must be matched by private contributions of equal amount and, unless such private contributions are made, there can be no appropriation of public funds.

The bill which eliminates the double taxation problems in the present motor vehicle excise tax law was passed to be engrossed yesterday by the House of Representatives. Under its provisions an automobile is taxed only for the period during which one actually owns it.

POST 3/27/30

Pending the appointment of 100 city laborers who have large families, Public Works Commissioner Joseph A. Rourke yesterday secured permission from Mayor Curley to retain for two weeks a group of 123 teamster-laborers in the sanitary, highway and water divisions following the expiration of the 90-day time limit as temporary employees.

GLOBE 3/27/30

MAYOR CURLEY CUTS DOCK SQ ASSESSMENTS

Dock-square betterment assessments, which resulted in considerable controversy involving 125 property owners, received a cut yesterday when Mayor Curley ended the arguments by approving a reduction of the total assessments from \$475,000 to \$330,000.

The original assessments were based on enhanced value to property owners, and the latter claimed the assessments were excessive. Shortly after he took office Mayor Curley set out to end the controversy and directed the Corporation Counsel and parties to confer on the matter. The abatements offered by the Mayor were accepted by the property owners.

PLAN WEATHER BUREAU OFFICE AT AIRPORT TOP

The Weather Bureau will have a lofty perch at the Boston Airport. Yesterday Mayor Curley approved allocation of space to the bureau, consisting of two offices and the penthouse on the roof of the administration building at the airport.

Exposure of instruments will be possible by using the penthouse, and balloon observations can be taken. Pilots will be assured of last-minute observations.

SAYS TRANSIT EMPLOYEES HAVE PAID THEIR TAXES

Col Thomas F. Sullivan of the Transit Department yesterday reported to Mayor Curley that a checkup of employees of the department shows that all have paid their poll, personal and excise taxes.

In the scamper for the collection of taxes, water taxes received considerable publicity and the campaign was fruitful, according to Mayor Curley. The collection of water taxes is \$250,000 in excess of the amount ever collected before for the corresponding period.

FRANKLIN PARK GARAGE FOR CITY DEPARTMENT

Mayor Curley yesterday approved a contract calling for the expenditure of \$40,700 for a Park Department garage at Franklin Park. The contract went to John B. Dolan, the lowest bidder.

RECORD 3/27/30

Curley Insists 'Shot Heard 'Round World' Was Fired on Lexington Green

Mayor Curley has no immediate intention of substituting Concord Bridge for Lexington Green in his personal greeting as chief executive of Boston to tercentenary visitors.

He proposes to stand pat on his reference to Lexington Green as the spot where the "shot heard 'round the world" was fired and unless the onslaught of champions of Concord Bridge is so terrific that it cannot be with-

stood, the tercentenary greeting will not undergo revision.

Echoes of opposition of Concord Bridge historians and antiquarians were heard yesterday. The mayor listened in to learn that he had erred. But he refused to admit it.

"Are you going to right the wrong you've done Concord Bridge?" he was asked at his conference with newspaper men.

"Lexington Green stays in" retorted the mayor. "I've heard that I made an error, but I favor Lexington. I never heard when I went to school that this famous shot was fired at Concord bridge. I recall a poem, too. I'll recite it."

The reporters cheered the mayor as he arose and delivered, with gestures and very dramatically, Ralph Waldo Emerson's famous poem.

LEGION PARADE ROUTE SELECTED

Expect 70,000 in Monster
10-Hour Procession
Here Oct. 7

TRAFFIC PROBLEM PUZZLES OFFICIALS

The magnitude of the task of perfecting the details of the American Legion convention parade, Oct. 7, in which 70,000 persons are expected to participate, was outlined to Mayor Curley yesterday, during a conference with parade committee officials, at which the route was definitely selected.

Approval by the mayor and Acting Traffic Commissioner Thomas F. Sullivan of the route along which marchers will pass for about 10 hours, enables the legion committee to attend to many details of formation, transportation and feeding, so comprehensive and complete plans may be made weeks prior to the parade day.

As outlined, the parade will form on Commonwealth avenue, and the route will be Arlington street to Beacon, past the State House where the official state reviewing stand will be located, Park street to Tremont street, Stuart street to Columbus avenue and thence to Massachusetts avenue, where the final review by parade officials will precede the disbanding of the units.

Tentative plans provide for the erection of the mayor's reviewing stand as well as a grandstand along the entire Tremont street boundary of the Common.

The parade committee which met with the mayor and which will keep in close touch with him during the months intervening before the convention consisted of Col. Carroll J. Swan, Dr. William H. Griffin, Ralph M. Eastman, President Gaspar G. Bacon of the Senate, John D. Crowley, Councilman Clement A. Norton, Col. Thomas F. Sullivan, John J. Shaughnessey and Frank B. Howland.

No decision was made about the allocation of the municipal appropriation of \$25,000 for the convention but it will be determined shortly how much will be apportioned to meet the expense of the parade.

The committee emphasized the tremendous problem of transporting and feeding the paraders. Guarantees of active co-operation have been given by the railroads and the steamship lines but the task of insuring food for the marchers has only been considered in a general way.

Mayor Curley made known that he and all municipal departments will do everything possible to aid the parade committee. The handling of traffic in order that there will be no confusion is a problem, but it has been suggested that as a general holiday will undoubtedly be declared on the day of the parade, the most drastic traffic regulations ever devised can be enforced without serious inconvenience to anybody.

It has been suggested that vehicular traffic be prohibited not only in the immediate vicinity of the parade route, but upon all adjacent streets and that only pedestrians be permitted to enter the down-town area of the city.

Plans to Fly Atlantic



Gustavo Leon of the Mexican air force, who plans to fly early in May from Mexico City to Paris. His only stop will be in New York city, where he will refuel.

TELLS ASSESSORS OF CHANGED VALUES

Curley Calls Attention to Newly Developed Districts

The establishment of new high-value property districts in sections of Boston where there have been important community centre developments during recent years was urged upon the assessors by Mayor Curley yesterday as one of the outstanding phases of the assessment work which they will begin Tuesday.

He asked that particular attention be given to the changed values and in explanation of his meaning he cited Upham's Corner in Roxbury and Coolidge Corner in Brookline as two examples of community centre developments, which have been responsible for very substantial increases in land values.

The mayor said that in almost every section of the city there are districts where values have been doubled and in instances quadrupled because of the community centres which have been established and he emphasized that consideration must be given the existing values in the levying of 1930 assessments.

He briefly alluded to the constant demand for abatements in the wool and leather districts, asserted that the down-town retail district has ceased to be the only high-value section of Boston, and impressed on the assessors the need of providing some measure of relief to the districts where values have dropped by the creation of additional high-value areas.

After referring to the fact that the district of every first assistant assessor has been changed, Mayor Curley

the entire assessing force that he will enforce his demand for courteous treatment of the people. He called attention to the fact that the assessors have regular jobs and that there are 60,000 unemployed in Boston, some of whom will have a chance to obtain employment, if evidence of discourtesy by members of the assessing force is produced, he said.

AWARD NEW FERRYBOAT CONTRACT FOR \$346,800

The Bethlehem Shipbuilding Company will build a new ferryboat for the East Boston service at a cost of \$346,800, to replace the abandoned Gen. Sumner. In awarding the contract yesterday, Mayor Curley obtained guarantee that the boilers and other equipment will be built at the Atlantic Works in East Boston, which is a subsidiary of the Bethlehem company. The boat will be built at the Fore River plant.

CURLEY SPEAKER AS Y OPENS FUND DRIVE

Mayor Curley was the guest speaker yesterday as the Boston Y. M. C. A. opened its 78th annual drive for funds with a report luncheon at the City Club. Nearly 400 volunteers started the drive for \$146,978, the amount set this year for the budget balancing total.

William J. Davidson, head of the canvassing organization, served as toastmaster and introduced Mayor Curley. The other guests at the head table included Col. T. F. Sullivan and George E. Phelan.

CURLEY APPROVES SCHOOL HEAD LEASE

Commissioners to Move from City Hall

A five years' lease of an entire floor in the Lawyers' building, 11 Beacon street, at an annual rental of \$24,600, was approved by Mayor Curley today after the board of schoolhouse commissioners had recommended such action.

As soon as possible the headquarters of the schoolhouse commissioners will be moved from City Hall annex to the Beacon street location. Removal was practically forced by Mayor Curley when he demanded a rental of \$70,000 per year for the space which the department has occupied in City Hall annex.

While no definite decision has been made Mayor Curley said today that it is probable that the health department will be given the floor which has been occupied by the schoolhouse commission.

AMERICAN 3/27/30

Speed's the Thing

One Year School Building Program Seems Progressive

THE one year school building program as proposed by Finance Commissioner Frank A. Goodwin to the School Committee seems to be the correct solution of the differences of opinion over the fifteen million-dollar program which was to cover a period of several years.

The children and their accommodations in the schools cannot be neglected while authorities are investigating expenditures. There are hundreds of children in portables today and it will take a twelve month at least to get them out even under the one-year plan.

Commissioner Goodwin's suggestion meets with the approval of Chairman Hurley of the School Committee, and we think it reasonable enough to recommend it to the Mayor.

A Harbor Cleanup

SHIPPING MEN will approve Mayor Curley's recommendations to Congress for the dredging of Boston Harbor. The House Committee on Rivers and Harbors is preparing its usual bill in which there is three million dollars for Boston's harbor needs. The most important item in what Boston wants is the removal of the so-called Middle Ground southeasterly from Governor's Island. Its proximity to the main ship channel has made it a danger to navigation, especially in thick weather.

Removal of this danger point would make a good and wide exit to sea.

HERALD 3/27/30

ASK CITY TO REPAIR UNACCEPTED STREETS

**S. Boston Routes Called "Horrible"—
"Outrage," Says Brighton Man**

The legislative committee on municipal finance was yesterday asked to include unaccepted streets in Boston's \$10,000,000 paving program during a hearing on a bill to authorize the city to borrow money for permanent street pavement on accepted streets and private thoroughfares.

Representative Leo M. Birmingham of Brighton said it would be an outrage to compel people to pay taxes on unaccepted streets without fixing them. He was supported by Representative James J. Twohig of South Boston, who said that streets in his section were "horrible."

Corporation Counsel Samuel Silverman said Mayor Curley favored the proposal to authorize spending part of the \$10,000,000 for laying out and construction with permanent paving of new streets. He also declared that the city is prepared to start work at once on the expenditure of between \$5,000,000 and \$6,000,000 on its street program.

NIGHT MAIL SERVICE SOUGHT BY CURLEY

**Mayor Urges Need of Return
To Old System and Re-
opening of Stations**

Mayor Curley yesterday asked the re-establishment of the night mail service at the north postal station as well as at the Essex street, Hanover street and Back Bay stations.

In a telegram to Congressman Douglass, he asked him to confer with Postmaster-General Brown, and urged upon him the need of return to the old system. The stations are now closed at 8 o'clock at night and all handling of mail is done at the south postal station.

"Evidently the purpose of this action," commented the mayor, "is to effect economies and to dispense with the services of employees, regardless of the fact that this causes injury to the service and greatly inconveniences the public generally."

"In my opinion these branches are equally as important as the south postal station through which all the mail is now being handled after 8 P. M."

HERALD 3/27/30 BOARD TO CONSIDER GOODWIN PROPOSAL

The school committee will meet in special session tomorrow night to consider the proposal of Chairman Frank A. Goodwin of the finance commission for the adoption of a one-year building program to care for school emergencies.

Chairman Joseph J. Hurley of the committee when questioned last night said that the suggestion of Mr. Goodwin will be placed before the full board. Should the short term plan meet with approval it will mean the shelving for the time being of the committee's three-year building outline which Goodwin asserts will cost the taxpayers more than \$60,000,000.

It is expected that the committee will take immediate steps to work out a year's building scheme for presentation to the legislative committee or municipal finance as soon as possible. Compared to former years the committee is handicapped with funds, having at hand \$900,000 for this year. For the last decade it has had \$3,000,000 a year available. Mr. Hurley is anxious, as are the other members, to begin building at once in order to provide accommodations for pupils.

POST 3/27/30 70,000 TO BE IN LEGION PARADE

**March Would Last 10
Hours on Oct. 7**

A parade of 70,000 Legionnaires lasting 10 hours on Oct. 7 was planned at a conference held yesterday at City Hall by Mayor Curley and representatives of the American Legion parade committee which is completing plans for the 1930 national convention in Boston.

The route of the proposed parade was practically decided and will start at Commonwealth avenue and proceed along Arlington and Beacon streets past the Governor's reviewing stand in front of the State House, down Park street and along Tremont, past the Mayor's reviewing stand on the Common, then through Tremont street, Stuart street and Columbus avenue to Massachusetts avenue, Back Bay, where it will disband.

During the parade drastic traffic regulations will be enforced in the Back Bay and the downtown business shopping district, as it is planned to bar vehicles from the intersecting streets along the parade route.

MAYOR PROTESTS P. O. EARLY CLOSING

Protesting that the closing of the downtown branch postoffices at 8 o'clock at night injured the mail service and inconvenienced the public, Mayor Curley late yesterday requested Congressman John J. Douglass of East Boston to take the matter up with Postmaster-General Brown at Washington, for the purpose of resuming the old schedule.

POST 3/27/30

SEES NEW HIGH VALUE AREAS

Curley Urges Tax Relief on Downtown Property

Taxation relief for the downtown business district this year was indicated yesterday by Mayor Curley in his address to the assessors, who will start work Tuesday on the revaluation of property throughout the city, paying special attention to the business districts that have been developed in the outlying sections.

Declaring that property values had doubled and in some instances quadrupled in community centres, the Mayor warned the assessors to pay particular attention to changed property values in marking down the assessments for this year.

He stated that the downtown business district is no longer the only high-value district in the city and should not be forced to continue to bear the major burden of taxation. Some relief must be afforded to the downtown district, where values have fallen off because of the creation of high-value sectors in the outlying parts of the city.

FIVE CURLEY MEN APPROVED

Conry to Be Named Again Under Amended Law

Appointment of former Congressman Joseph A. Conry as traffic commissioner, as soon as the civil service law is amended, will complete Mayor Curley's cabinet at City Hall for this year, provided no more resignations are received.

Every other major vacancy in the executive staff was filled yesterday when Henry L. Dally of Dorchester was sworn in as city registrar, Edmund L. Dolan of Jamaica Plain as city treasurer, and former School Committeeman William G. O'Hare of Charlestown as penal institutions commissioner.

They were the last of the Mayor's appointees to be confirmed by the State Civil Service Commission, which will lose its authority to pass on the qualifications of city department heads here when Governor Allen approves the amended law which has been sanctioned by the Legislature and the Civil Service Commission as well.

CITY'S GREETING TO ALL VISITORS

Mayor Curley Proclaims Boston's Tercentenary Welcome to the Mil- lions Here This Year

Boston's tercentenary greeting to the millions of visitors who are expected to come here for the celebration this year was proclaimed yesterday by Mayor Curley. The card of greeting, together with a photograph of the Mayor, will be presented in sepia folders to hundreds of distinguished guests at City Hall.

The message of welcome follows:

BOSTON'S GREETING

To welcome all who visit Boston during this, the tercentenary of our historic city, and extend to them courtesy and hospitality is both an honor and pleasure.

Here began that momentous struggle whose outcome was American independence, the organization of the United States and the creation of a democracy dedicated to the principles of government of the people, by the people and for the people, and the doctrine of equality expressed in civil, political and religious liberty.

This tercentenary year Boston beckons with the extended arms of hospitality and says: "Come, my children, to the mother city of liberty. Visit the spot where the blood of the white and black man mingled in the baptism of freedom. Visit the beacon light of hope to suffering humanity, where the threat of gibbets failed to stifle the protest of righteously indignant patriots—old Faneuil Hall."

Visit the Old South Church, sacred to the memory of John Hancock and of Samuel Adams. Visit the Old North Church from which flashed forth Paul Revere's message that made possible the firing of the shot at Lexington Green "heard 'round the world." Visit old Boston Common, Bunker Hill, and Dorchester Heights, where trod the immortal Washington.

Breathe the atmosphere where patriotic Americans dared and died that this nation might have its birth, and, strengthened by the draught at Freedom's Fountain, go forth as zealous missionaries determined to teach by individual example the lesson of the fathers, and promote, by every possible means, that degree of economic justice which will instill a new meaning into the words, "My Country, 'Tis of Thee, Sweet Land of Liberty!"

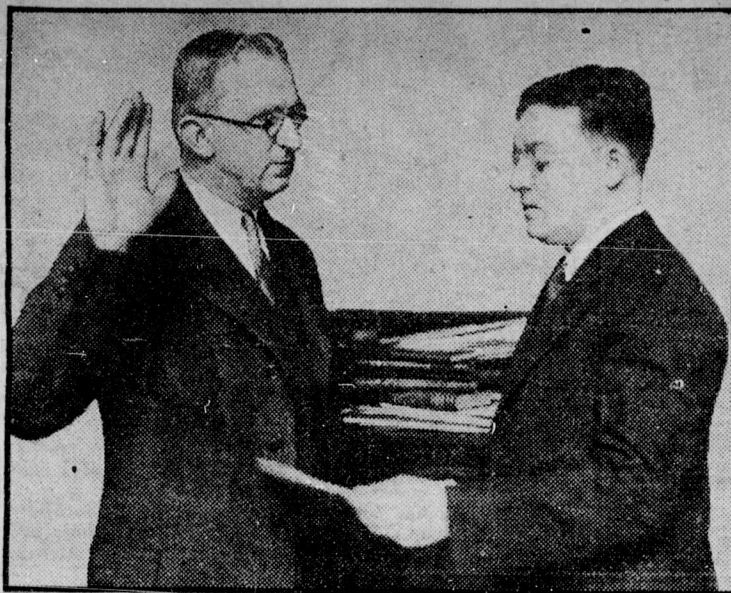
In visiting Boston, every citizen imbued with the principles of American Liberty is coming to the spiritual home of the nation. Home, the sweetest and tenderest word in our language! Sweet, because of the associations it recalls; tender, because of the memories it evokes. It has inspired the song, "Home, Sweet Home," that has touched the heart of the world and given it a common meeting ground.

The murmurous babble of the cradled baby, the wondrous music of the child's innocent prattle and infectious laughter, the sweet and patient presence of one whose love and forbearance could ignore error, forget misdeed, magnify good, and the faith of her who daily brought to the throne of God her prayers for our future safety and success—this is the very soul of "Home, Sweet Home"; the spirit of the mothers of men pulsates in every line of the song; and what the mother is to her child Boston has been to liberty.

JAMES M. CURLEY

RECORD 3/27/30

Hub Newspaperman as City Registrar



(Daily Record Photo)

Henry L. Daily, genial City Hall reporter, shown yesterday at City Hall as he was sworn in as city registrar by Asst. City Clerk John E. Hynes, succeeding the late Edward B. McGlenen. Mr. Daily is one of the most popular newspapermen in the city and carries a host of well wishes to his new office.

Good Luck, Henry!

Among the five confirmations by the civil service commission of Mayor Curley appointees to city offices one is naturally pleasing to the local newspaper fraternity. We refer to Henry L. Daily, City Hall reporter, who is now city registrar. Noted, among other good qualities, for his unfailing amiability, Mr. Daily has friends without end. We picture with ease the gracious smile with which Mr. Daily will receive candidates for marriage licenses and send them on their hymeneal way rejoicing.

GLOBE 3/27/30

MAYOR CALLS UPON ASSESSORS TO BE COURTEOUS AND CAREFUL

Boston assessors who will make their rounds next week, placing valuations on property, were given a friendly talk by Mayor Curley yesterday. The Mayor impressed upon the assessors that they must be courteous or that some one of the 60,000 unemployed of Boston may get a job assessing.

He also told them to be careful in their work and wherever they found an assessment should be higher, to increase it. Mayor Curley said that for a long time all

high assessing had been done in the downtown section of Boston which is now in the ranks of those seeking abatements in taxes because of the falling off in business, and depreciation.

On the other hand, because of community centers that have developed, property values, he said, have doubled, tripled and in some places quadrupled in value. He cited as examples of great growth in value because of the community center development Uphams Corner, Dorchester, and Coolidge Corner, Brookline.

TRAVELER 3/27/30

CURLEY TO RULE ON TUNNEL SOON

Decision on East Boston Entrance Expected Within Week

A definite decision upon the location of the portals of the \$16,000,000 East Boston vehicular tunnel and the route of the subterranean traffic highway is expected to be made by Mayor Curley within a week.

At a conference today he ordered the engineers of the transit department, the Metropolitan planning division and the city planning board to determine, if possible, this week, the location of the portals and the route.

At the conference were Henry I. Harriman, Frederic H. Fay of the city planning board, and Col. Thomas F. Sullivan of the transit department.

The old divergence of opinion which has existed between Fay and Harriman and the transit commission about the location of the tunnel piazas was in evidence at the conference. The transit commission is adhering to its original plan which Ex-Mayor Nichols rejected while Harriman and Fay believe their plan which was approved by Nichols is superior to that of the transit commission.

Mayor Curley is anxious to have the matter settled as quickly as possible and there is expectation that the engineering forces will reach an agreement.

GLOBE 3/27/30

ALLEN'S GRAIN ELEVATOR PROPOSAL FINDS FAVOR

Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, brought promise of cooperation of the Farmers' National Grain Corporation in assisting to secure shipments of grain through the port of Boston, speaking yesterday before the Legislative Committee on Metropolitan Affairs.

The committee heard Mr. Davis, Thomas H. Bilodeau, legislative agent for the city of Boston, and others declare that the bill, based on recommendations of the Governor, was one of the most important in years for improvement in the business done by the port of Boston. The Governor had recommended that an investigation be made by the newly-created Board of Boston Port Authority and the State Department of Public Works into the advisability of establishing a modern grain elevator at South Boston.

Later the committee reported a resolve for an investigation along the lines recommended by Gov. Allen.

POST 3/26/30

SENATE FOR MEASURE TO AID CURLEY

Will Repeal Approval by Civil Service Commission

With the favorable action of the State Senate on the bill to take away from the Civil Service Commission power to approve appointments and the confirmation of five appointees to important positions, Mayor Curley's problems with the civil service department appeared last night to be practically at an end.

NO DISSENTERS

The Senate ordered to a third reading without a word of debate and without a dissenting vote the measure passed through the House to leave the Mayor of Boston free to make such appointments as he sees fit without having to submit the names to the Civil Service Commission for approval. Before ordering the bill to a third reading, the Senate adopted, also unanimously, an amendment offered by Senator John P. Buckley of Charlestown, sponsor for the bill, to make the act effective immediately upon its passage, instead of having to wait 90 days before it would take effect.

While the Senate was thus dealing with the general proposition, the Civil Service Commission announced that it had confirmed Mayor Curley's appoint-



EDMUND L. DOLAN

Appointed City Treasurer and confirmed by Civil Service yesterday.

ments of Edmund L. Dolan, now a sinking fund commissioner, to be city treasurer; Henry L. Dally, newspaper reporter at City Hall for several years to be city registrar; William G. O'Hare formerly of the Boston school committee, to be penal institutions commissioner; Mary A. Barr to be a member of the city planning board, and Vincent Brogna, well known Boston attorney, to be an overseer of public welfare.

Four new one-way streets in the so-called Massachusetts avenue district were designated in the order issued by the commissioner last night following an extensive survey of the situation, which was described by Sullivan as "one of the worst fire menaces in the city of Boston because of the large number of apartment houses located in the district." The changes result in making Norway street one way from Hemenway street to Falmouth street; Clearway street, from Dalton street to Massachusetts avenue; Astor street, from Massachusetts avenue to Hemenway street, and Bickerstaff street, from Astor street to Haviland street. In addition to these changes the commission also voted to eliminate parking on the westerly side of St. Cecilia street from Boylston street to Belvidere street.

Probably the most drastic departure from the old traffic rules in the district is the elimination of the turn into Beacon street from Massachusetts avenue by traffic from the Harvard bridge headed towards downtown Boston. This intersection with two heavy left turns, for many years the controlling factor in the movement of vehicles through the Massachusetts avenue district, according to the surveying committee, has long been a sore spot to the commission.

HERALD 3/26/30

FOUR NEW ONE-WAY BACK BAY STREETS

Order Will Take Effect Tomorrow with Rest

As a result of a formal protest lodged with Mayor Curley and acting Traffic Commissioner Thomas F. Sullivan by Fire Chief Daniel F. Sennott early this week drastic changes in the Back Bay traffic and parking conditions will take effect tomorrow, along with other parts of the city.

CURLEY IN PLEA FOR \$3,000,000

Wants U. S. Cash for Harbor Development

Federal appropriations amounting to \$3,000,000 for the development of Boston harbor were urged last night by Mayor Curley in a telegram sent to Congressman John W. McCormack, ranking minority member of the House committee on rivers and harbors.

The Mayor requested that the items be included in the proposed rivers and harbors bill which will be reported out to Congress within two weeks, and he wired Senators David I. Walsh and Frederick H. Gillett to assist in the drive to pass the items. He pointed out that they had been recommended by the Boston Port Authority Board and endorsed by the Maritime Bureau of the Chamber of Commerce here.

HERALD 3/26/30

ASKS \$3,000,000 FOR DREDGING HARBOR

Mayor Says Improvements Have U. S. Approval

Mayor Curley yesterday asked Congressman McCormack to request the committee on rivers and harbors to include in the appropriations bill \$3,000,000 for four major improvements of Boston harbor.

The Boston congressman, reporting that he was asked by the ranking minority member of the committee about preliminary surveys of Boston harbor, was informed by the mayor that the port authority has recommended these improvements:

Removal of the so-called middle ground, a shoal area, adjacent to the main ship channel southeasterly from Governor's island, where several serious groundings have occurred, and the deepening of it so as to provide much needed additional anchorage ground in the upper harbor.

Deepening of the main ship channel to 40 feet at mean low water from President roads to the navy yard, a project already approved. The present depth is 35 feet.

Deepening and widening of Weymouth Fore river from Hingham bay to Weymouth Fore river bridge.

Providing a channel 30 feet deep and 300 feet wide in Dorchester bay from the main ship channel to the mouth of the Neponset river at Squantum and Commercial points, an improvement contingent upon the receipt of satisfactory guarantees that industrial development in the vicinity of Cow Pasture is to be undertaken if the federal channel, as described, is created.

The mayor also wired Senator Gillett, outlining the recommendations made to Congressman McCormack and asking for further suggestions.

WINS HURLEY TO SCHOOL PLAN

Goodwin Suggests One-Year Program to Care For Necessities

PROBE BY FIN COM. NOT TO BE DROPPED

A suggestion by Frank A. Goodwin, chairman of the finance commission, that the Boston school committee work out a one-year building program "to take care of urgent necessities," was accepted late yesterday by Joseph J. Hurley, chairman of the school committee.

In view of the adoption of their suggestion, there will have to be a material change in the school committee's bill now before the legislative committee on municipal finance, which asks authority to spend \$15,000,000 on a three-year building program. The school committee and the legislative committee will confer on this matter at the next hearing, scheduled for next week.

SEES \$60,000,000 OUTLAY

In an open letter to Mr. Hurley, Chairman Goodwin said he was "very much surprised if the statement given out by your school committee was intended to create the impression that an investigation of school expenditures is not necessary." He continued:

"Taxpayers are vitally interested in school expenditures, which have increased from \$7,495,052 to \$20,307,391 in a decade."

If the school committee's proposed building program goes through, fully \$60,000,000 will be spent in the next three years and, he says, "from information now in my possession I do not think the fact that the survey committee has already investigated school expenditures precludes further investigation."

In the last four years seating capacity has been provided for 16,192, while school enrollment increased only 4287. Notwithstanding this, he asserted, there are practically the same number of children in portables as four years ago.

"I do not find that the survey committee has given sufficient study to this recommendation or recommended a remedy for it," he said.

"Now, in a spirit of co-operation I would suggest that your committee prepare at once a one-year building program to take care of the urgent necessities. We shall then have something definite to work on and be able to make an immediate recommendation to the committee on municipal finance."

On accepting the suggestion, Hurley stressed that his committee did not object to the investigation, but to the delay it might occasion. He welcomed Mr. Goodwin's expression of co-operative spirit. He explained that this year the committee has only \$900,000 for school construction, where for the last 10 years it has had \$3,000,000 annually.

SILVERMAN EXPLAINS

Corporation Counsel Samuel Silverman yesterday explained the mix-up over the appropriation of \$100,000 to pay the \$73,000 bills left by the defunct schoolhouse commission, once headed

by Francis M. Slattery.

There are two questions:

1—Does the school committee have the right to appropriate \$100,000 for payment of these and other bills?

2—Should those bills be paid, once the money is appropriated?

To the first question, when submitted by the school committee, Mr. Silverman answered affirmatively. Mayor Curley approved the appropriation, as he does all school committee appropriations under the charter. Then the mayor questioned the right to pay the bills.

Louis K. Rourke, superintendent of school construction, who must mark each bill "emergency" or "non-emergency," also asked for advice. So has Mayor Curley. These questions relate to whether the bills should be paid and to procedure in the matter. Mr. Silverman has not delivered an opinion as yet to Supt. Rourke or to Mayor Curley.

CITY TOTALS BY WARDS IN CENSUS

Federal Director Tells Supervisors to Give Results

Following a conference with 30 supervisors in the New England district, William M. Steuart, United States director of the federal census, yesterday issued permission to announce the population of Boston by wards instead of the city as a whole.

When the census was taken in Boston 10 years ago strenuous objection arose from Boston citizens, business men and politicians, because the total population of the city was announced, but there was no way to find out how many persons lived in each district.

In order to avoid a similar situation Mr. Steuart made a ruling that the population be announced by wards. Any one who objects to the figures must make their protest within five days after the figures are announced. Then, if their claims are substantiated, corrections will be made and the figures forwarded to Washington.

Louis B. Sensale and Leonard A. Frink, supervisors of the Suffolk county district, yesterday instructed enumerators at the census headquarters here. There will be 600 enumerators who will start out April 2 to secure the answers to the federal questionnaire. The enumerators were advised yesterday to be as diplomatic as possible and secure the information to the best of their ability.

Persons who are going to be out of town during the taking of the census are also advised to secure an absentee blank at the headquarters, 600 Washington street. They may fill the blanks out and mail them in to the census bureau, and the government will thus secure the information even though they will not be home when the enumerator calls.

NO BIDS FOR FORMER POLICE BOAT GUARDIAN

No bid was obtainable yesterday when the tug Guardian, for many years serving as police and harbor master's boat in Boston harbor was offered at auction by E. W. Foye, municipal auctioneer. A dozen spectators were present, but none appeared interested in exchanging money for the 34-year-old craft that has been condemned, and will be replaced by a new craft. Since Jan. 30 the Guardian has been out of commission at Constitution wharf.

CURLEY ASKS ALLEN SPEED STREET BILL

Mayor Desires Speedy Passing \$10,000,000 Loan Order

Gov. Allen has been asked by Mayor Curley to exert his influence with the legislative committee on municipal finance to obtain a favorable report on the Curley bill which seeks authorization for the borrowing of \$10,000,000 for street construction.

Members of the committee, aroused at the reports of the request, have consolidated their opposition to the measure and are disposed to delay any action until they have at their disposal a complete report of all the appropriations sought by the mayor because of their desire to combine the proposed commitments as an entity.

According to the members of the committee no emissary from the Governor has approached them with any suggestions. They were disposed to approve the expenditure from the tax levy and the sale of bonds of \$4,000,000 for street construction this year, but even that recommendation is threatened with delay.

It is their conviction that the city is not equipped to spend the huge sums sought and some of the opposition is based on that presumption. In the past it is said that street construction expenditures have not been in excess of \$3,500,000 in any given year.

APPROVES 5 MEN NAMED BY MAYOR

Board May Not Have Another Chance to Pass on Curley Appointees

Five of Mayor Curley's appointees to positions in the municipal service were confirmed yesterday afternoon by the state civil service commission.

The list of names was headed by that of Edmund L. Dolan as city treasurer. The others were Henry L. Daily, to be city registrar; William G. O'Hare to be penal commissioner; Mary A. Barr to be a member of the city planning board, and Vincent Brogna to be an overseer of public welfare.

This group may be the last appointees to receive state civil service approval prior to assuming positions in the city government. Repeal of the bill conferring authority to approve the mayor's appointments may be on the statutes before the commission again meets to act on the few names remaining before them for consideration.

GLOBE 3/26/30

GOODWIN AND HURLEY IN ACCORD ON IDEA

"Fin Com" Head Suggests One-Year Building Plans

School Board Chairman Doesn't Oppose Probe—Objects to Delay

The statement given out by the Boston School Committee on Monday, which, according to Frank A. Goodwin, chairman of the Finance Commission, was intended to create the impression that an investigation of school expenditures is not necessary, resulted last night in Mr Goodwin sending a letter to Joseph J. Hurley, chairman of the School Committee, in which he stated that, as a result of a communication given out by the School Committee, March 14, the Finance Commission voted unanimously to make an investigation, and is now making it.

On March 14 the committee statement said in part:

"The committee is unanimous that the charges against the Board of Apportionment above mentioned are of sufficient gravity to warrant action by the School Committee, if the same are found to be true. . . . The School Committee feels that if the Finance Commission desires that body rather than the School Committee should conduct the investigation, it should do so and the School Committee will gladly cooperate in the investigation and will take whatever action it deems desirable upon receipt of the findings of the Finance Commission."

Goodwin's Letter

The Finance Commission statement of last night, signed by Mr Goodwin, declared that the taxpayers of Boston are vitally interested in school expenditures, which increased from \$7,495,052 in 1918 to \$20,307,391 in 1928.

Continuing, Chairman Goodwin's letter was as follows:

"If your proposed three-year building program is adopted, the taxpayers will be called upon to provide more than \$60,000,000 for education during the next three years, and from information now in my possession, I do not think that the fact that the survey committee has already investigated school expenditures precludes a further investigation.

"During the past four years seating capacity has been provided for 16,192 pupils, while the school enrollment increased only 4287. Notwithstanding this net increase of accommodations for 11,905 pupils, there are practically the same number of children in portables today that there were four years ago. I do not find that the survey committee has given sufficient study to this situation or recommended a remedy for it. The children of Boston are entitled to relief and so are the taxpayers of the city, and I do not think we should proceed further with school expenditures without letting the taxpayers know where their money is going or without letting the parents know why so many of their children are still in portables.

"Now, in a spirit of cooperation, I would suggest that your committee prepare at once a one-year building program to take care of the urgent necessities. We shall then have something definite to work upon and be able to make an immediate recommendation to the Committee on Municipal Finance."

Hurley's Comment

Chairman Hurley, commenting on Chairman Goodwin's letter, stated:

"We welcome his expression of co-operative spirit. We shall be glad to work out a one-year program for the construction of school buildings, as he has suggested, for presentation to the Legislative Committee on Municipal Finance.

"We don't object to this investigation. We do object to holding up the school building program indefinitely. At the present time we have only \$900,000 to spend this year, as compared with \$3,000,000 annually for the last 10 years.

"Unless we can go forward with a loan for school buildings conditions will be worse at the end of the year than before, and it is our duty to provide the accommodations for the children now housed in the portables. The survey committee required over a year and a half to make its investigation, and we would not want to wait a similar length of time for another investigation before starting a program of construction.

"Let us start our building this year and let the Finance Commission continue its investigation."

HERALD 3/26/30

GREATER PITTSBURGH

There will be no Greater Pittsburgh in the 1930 census. The experience of the Pennsylvania city may remind Boston of the delays and obstacles that are bound to be encountered whenever any unusual enlargement of municipal administration is undertaken.

The Pittsburgh campaign began several years ago. The State of Pennsylvania in 1928 voted its approval of a proposed change in the Pennsylvania Constitution which would permit the Legislature to frame a charter for metropolitan administration. The Constitutional requirement is that a majority of the towns affected must accept such a plan by two-thirds of all votes cast. The enabling act passed by the Legislature contained a time clause naming one date only, June 25, for submission of the plan to the voters of the county.

The total vote was favorable, but the plan did not win in a majority of the towns. Could the plan be resubmitted? There is no Constitutional obstacle, but the Supreme Court now holds that, inasmuch as the enabling act named one date only, the plan may not be sent down for a new referendum until the Legislature passes another enabling act naming a new date or dates. And that means that Pittsburgh must wait until 1940 for a count that shall include the population of Allegheny County.

We shall now see whether this campaign for a metropolitan Pittsburgh is merely a drive for a higher census standing, or represents the reasoned convictions of municipal leaders that better results may thus be attained in the municipal government of the community. In the case of Boston we expect both these results. We may learn at least from the experience of Pittsburgh that these things cannot be done overnight.

GLOBE 3/26/30

DISCUSS CONVENTION WITH MAYOR TODAY

Four of Legion Committee to Meet Curley

Parade Route, Reviewing Stands, Permits for Events to Be Settled

A committee of four from the executive committee of the 1930 National Convention Corporation, A. L., in charge of arrangements for the annual national convention of the American Legion to be held in Boston next October, is to meet with Mayor Curley at City Hall at 11:30 o'clock this morning, to discuss details in connection with the convention in which the city will have an interest.

Among the matters to be discussed are the parade route, erection of grandstands for reviewing the parade, and permits in connection with many events, such as the illuminated water carnival to be held at the Charles River Basin Monday, Oct 9.

It is expected that there will be 50,000 or more in the parade and it will take the line about six hours to pass a given point. The route will cover a distance of only two miles. There will be nearly 250 bands and drum corps in line.

The members of the Legion committee who will confer with Mayor Curley today are Col Carroll J. Swan, president of the Convention Corporation; Ralph M. Eastman, Dr William H. Griffin and Hon Gasper G. Bacon, chairman of subcommittees.

GLOBE 3/26/30

GRAIN ELEVATOR PROJECT FAVORED

Shipping Interests See
Chance to Revive Exports

Regarded as Most Important Effort
to Build Up Port

The prompt action taken by Gov Allen in recommending investigation and study by the Boston Port Authority and Department of Public Works of the plan for a modern grain elevator at South Boston as a means of reviving the export of grain traffic through this port is regarded by local shipping interests as about the most important and practical effort that has been made in recent years to build up the commerce of this port.

At a recent meeting of the governing board of the Maritime Association plans were made to organize a group, thoroughly representative of Greater Boston business interests, to visit Oswego and attend the exercises incidental to the opening of the Welland Ship Canal at Welland, Ont, next July.

Gov Allen's action, which may result in the establishment of a modern grain elevator at South Boston, is particularly opportune and is strongly endorsed by the Maritime Association of the Boston Chamber of Commerce, which organization originally made the suggestion to Mayor Curley.

Lake Ports to Benefit

The American lake ports that will be most likely to benefit from the new Welland Ship Canal are Ogdensburg and Oswego. A movement to obtain a 27-foot channel at Ogdensburg has just been initiated in Washington by Congressman Snell of New York, and Oswego port authorities have just succeeded in obtaining approval by the War Department of a \$5,000,000 port improvement program, more than \$1,000,000 of which is to be expended immediately.

The grain that has heretofore been discharged in the elevators at Buffalo, it is expected, will to a substantial extent be handled through the Welland Ship Canal, which is capable of accommodating the largest lake steamers, and unloaded at the Canadian ports of Kingston and Prescott, Ont, or at the American ports of Oswego and Ogdensburg.

Differential Advantage

Some time ago, largely through the efforts of the Maritime Association and with the cooperation of the interested Boston railroads, a rail rate was published on export grain from both Ogdensburg and Oswego to Boston that affords this port a net differential advantage of one cent per 100 pounds under the differential enjoyed by Philadelphia and Baltimore from Buffalo.

In addition to the harbor channel improvements at Oswego a 5,000,000 bushel elevator is being erected by private capital at the terminal of the Ontario and Western Railroad. This railroad is owned by the New Haven; thus, Boston, for the first time, has a 100 percent New England controlled

route to the Great Lakes. The rate on export grain from Oswego, however, applies to both the Boston & Maine and the Boston & Albany deliveries at Boston, as well as the New Haven.

The location of a modern grain elevator, from which export grain could be loaded directly into steamers, at the South Boston piers, has long been regarded by shipping interests as a necessary addition to the facilities of this port, before it can hope to compare in that respect with rival ports.

NEW TRAFFIC RULES FOR BACK BAY AREA

Left Turn Closed to Cars
Leaving Harvard Bridge

In an attempt to reduce the fire menace in the Back Bay apartment house district, to make it easier to handle traffic and to get fire apparatus to fires more quickly, the Boston Traffic Commission has formulated new traffic rules for the Back Bay section. Adopted upon recommendation of Fire Chief Daniel F. Sennott and after an investigation by the commission, the new rules will go into effect tomorrow morning.

They call for four additional one-way streets, as follows: Norway st, from Hemenway to Falmouth st; Clearway st, from Dalton st to Massachusetts av; Astor st, from Massachusetts av to Hemenway st; Bickerstaff st, from Astor st to Haviland st.

Another important change ordered by the commission is the elimination of the left turn from Harvard Bridge into Beacon st, toward downtown Boston. The large number of machines making this turn have slowed up traffic at the intersection of Massachusetts av and Beacon st considerably.

The commission also directed that parking of automobiles be prohibited on the westerly side of St Cecilia st, from Boylston to Belvidere; and that parking be banned on both sides of Chelsea st, Charlestown, from City sq to Wapping st. All become effective tomorrow.

Some time ago Fire Chief Sennott protested to Mayor Curley and also to the Traffic Commission that under the present rules the fire menace in the apartment-house district was very bad. He pointed out that there was difficulty in getting apparatus to the scene of fires, and that when the engines did get there the men were hampered by the parked automobiles. It was as a result of his protest that the new rules were ordered.

MAYOR LISTS NEEDS OF PORT OF BOSTON

Sends Report to Congress
Asking \$3,000,000

Calls for Four Improvements Here,
in Next Rivers-Harbors Bill

In response to a telegram from Congressman John W. McCormack, calling for a list of needs of Boston Harbor and its waterfront, Mayor James M. Curley yesterday telegraphed to Congressman McCormack and to Senators Gillett and Walsh a report of the city's Board of Port Authority.

Congressman McCormack said that the information was sought by the Democratic ranking member of the House Committee on Rivers and Harbors and that he hoped, through the combined efforts of the Massachusetts members of Congress, to obtain the \$3,000,000 needed for improvements here. The rivers and harbors measure is expected from the committee within two weeks.

Mayor Curley's telegram said:

"The removal of the so-called middle ground, a shoal area adjacent to the main ship channel, southeasterly from Governor's Island—There have been several serious groundings on this shoal, and it constitutes a danger to navigation which should be eliminated. Also by deepening it to proper depth, an additional and very much needed anchorage ground in the upper harbor to supplement Bird Island flats would be provided. Through the Maritime Association this item is already included in the current rivers and harbors bill.

"Deepening the main ship channel to the approved project depth of 40 feet at mean low water from Presidents Roads to the Navy Yard—This proposition has already been approved so that a covering appropriation only appears to be necessary. The present channel between the points mentioned is of 35-foot depth and while adequate for vessels now using it should be deepened to 40 feet to be ready for such larger vessels as we hope to attract here.

"Deepening and widening Weymouth Fore River, from Hingham Bay to Weymouth Fore River Bridge—The increasing use of this channel by deep draft ships seems to warrant this recommendation.

"Providing a channel 30 feet deep and 300 feet wide in Dorchester Bay from the main ship channel to the mouth of the Neponset River at Squantum and Commercial Points, this work, however, to be contingent upon satisfactory assurances that industrial development in the vicinity of the so-called Cow Pasture is to be undertaken if the Federal Channel as described is to be undertaken—This neighborhood offers very favorable sites for the establishment of industries requiring a location on deep water. It may be that the City Bureau of Commercial and Industrial Development can interest themselves here with advantage to the city and at the same time assist in building up the necessary assurances which will be required before this project can be consummated.

"Reasonable estimate for Boston Harbor and adjacent waters—three millions—

FIVE CONFIRMED FOR CITY POSTS

Civil Service Approval for
Mayor's Appointees

Treas Dolan, Registrar Daily,
Miss Barr, Planning Board

O'Hare Institutions Head,
Broyna Welfare Overseer

Five of the recent appointments made by Mayor Curley were confirmed yesterday by the Civil Service Commission, in executive session at the State House.

The successful appointees are Edmund L. Dolan, city treasurer; Henry L. Daily, city registrar; William G. O'Hare, penal institutions commissioner; Miss Mary A. Barr, City Planning Board; Vincent Broyna, overseer of the Public Welfare.

The names of Miss Barr and Mr Broyna were submitted on Feb 25 and



EDMUND L. DOLAN
Confirmed as City Treasurer of Boston

the 30-day limit for consideration would have expired yesterday. The others have been nominated since that date.

Mr Dolan, a broker at 60 State st, has been active in city affairs during Mayor Curley's administrations. He was appointed as a member of the Sinking Fund Commission in January, and confirmed, and then was made acting city treasurer. The position carries a salary of \$9000.

Mr Daily, who lives at 35 Clarkson st, Dorchester, is a well-known Boston newspaperman. He is a native of Bos-

ton. He has been in the employ of the Boston American for many years, filling the positions of librarian, assistant city editor, city editor and City Hall representative.

Mr O'Hare lives at 2 Bartlett st, Charlestown. As institutions commissioner, he will have charge of the Long Island hospital and almshouse. He was a Boston school teacher for nine years and served on the School Committee for five years. He is a graduate of Harvard, class of 1911.

Mr Broyna, new overseer, was born in Italy in 1887 and came to this city as a boy. He was graduated from Boston schools, Boston University Law School and was a member of the Massachusetts Legislature from 1912-17. He is a master in chancery and was formerly assistant district attorney of Suffolk county.

Miss Barr, a native of Boston, was graduated from Notre Dame Academy, and the New England Conservatory of Music. For many years, she was a member of the advisory board of the Division of Immigration and Americanization. She was chairman of the Women's Committee on Public Safety during the war.

AMERICAN 3/26/30 CURLEY GIVES TO 'Y' DRIVE

Mayor Curley, guest of honor today at the 78th annual meeting of the budget-balancing canvas organization of the Boston Y. M. C. A., at the Boston City Club, gave his personal check for \$50 to the campaign for \$146,978 for a new building.

William J. Davidson, president of the New England division of the A. and P. stores and commander-in-chief of the drive for funds for the Y. M. C. A., announced contributions of \$11,651 since Monday, when the campaign started.

The mayor lauded the work of the Y. M. C. A. in war and peace and compared its growth with that of the company in which the campaign's leader is an executive.

Between 300 and 400 were present, including George E. Phelan, manager of the George Robert White Fund, whose work Mayor Curley also praised. Wilman E. Adams, canvass director, was toastmaster.

ALL-GRANITE FIGHT 3/26 AM WILL BE CONTINUED

Boston Postoffice Contest
Takes New Phase

Increased Cost May Be Secured in
Another Bill

By CHARLES S. GROVES

WASHINGTON, March 25—If the bill drawn by Representative Elliott of Indiana, chairman of the Public Buildings Committee, for an appropriation of \$6,500,000 for two additional wings to the National Museum, is passed, the New England granite industry is likely to benefit to a much larger extent than it would if Congress had provided for an all-granite construction of the Boston Postoffice. The National Museum is built of New England granite and it is assumed that the proposed wings will have to be constructed in large measure of the same material.

The New England delegation has not given up its fight or relinquished hope that an all-granite structure may be built in Boston for Federal purposes. This afternoon Representatives Treadway and Wigglesworth of Massachusetts and Hale of New Hampshire had a conference with Asst Secretary of the Treasury Perry Heath, in charge of public buildings, and discussed with him the possibility of securing definite information as to the actual amount over \$6,000,000 which would be necessary to build the Boston building entirely of granite. The increase of \$750,000 asked for this purpose has been denied by Congress. But there are other appropriation bills to which an amendment might be attached.

The New England members of Congress are seeking definite information as to what the exact cost will be, and with that in hand will be prepared to continue the fight to secure construction of a building of granite instead of in part of Indiana limestone, as now specified.

TRAVELER 3/26/30 CURLEY FAVORS MULLEN MEASURE

Mayor Curley, through Thomas H. Bilodeau, legislative counsel, was placed on record today before the legislative committee on metropolitan affairs in favor of the bill of Representative Luke D. Mullen of Charlestown, providing that cities and towns in the metropolitan district be notified when metropolitan improvements are recommended as to the assessments which will be levied against the communities in the event the projects are carried through. The committee reported the bill.

TRAVELER 3/26/36

Legion Convention Parade Group Confers with Mayor Curley on Plans



Committee that is to handle the American Legion parade in Boston in October, in conference today with Mayor Curley at City Hall. Seated, left to right, Col. Carroll J. Swan, the mayor, Senator Gaspar G. Bacon. Standing, John D. Crowley, John J. Shaughnessey, Ralph M. Eastman, Dr. William H. Griffin, former state commander; Councilman Clement A. Norton, Col. Thomas F. Sullivan and Frank B. Howland.

Discuss Routes, Handling of Traffic and Closing of Streets

The committee that is to plan and handle the American Legion parade to be held in connection with the national convention of the organization in Boston next October held their first meeting with Mayor Curley today at City Hall.

DISCUSS ROUTES

The meeting was for the purpose of discussing possible routes, to learn how much of the municipal appropriation for the convention will be available for the parade, to provide for the handling of traffic, the shutting off of certain streets and to obtain a basis for further consideration before any definite decision is made.

In the delegation were President of the Senate Gaspar G. Bacon, Col. Car-

roll W. Swan, Dr. William H. Griffin, Ralph M. Eastman, John D. Crowley, John J. Shaughnessey, Councilman Clement A. Norton, Col. Thomas F. Sullivan, acting traffic commissioner, and Frank B. Howland.

The route of the parade agreed upon is that it will form on Commonwealth avenue, pass down Arlington street, Beacon street past the State House, Park street, Tremont street, Stuart street, Coolumbus avenue, Massachusetts avenue, where it will disband.

It is expected that there will be 70,000 in the line, the largest Legion parade ever held, and that it will last for 10 hours.

FAVOR STUDY ON GRAIN ELEVATOR

A resolve to carry out Gov. Allen's recommendation for a special study of the desirability of a state-owned grain elevator in South Boston was favorably reported today by the legislative committee on metropolitan affairs immediately after it had held a hearing on the subject.

The Governor, at the request of Mayor Curley, recently asked the Legislature in a special message to authorize the study.

GRAIN ELEVATOR PLAN BACKED BY SHIPPERS

State House Hearing Is Told
How Project for Boston
Can Be Financed

Governor Allen's recommendation for an investigation of the advisability of establishing a modern grain elevator in South Boston by the Boston Port Authority and the State Department of Public Works was strongly supported at a legislative hearing today.

Frank S. Davis, for the Maritime Association of the Chamber of Commerce and the Flour and Grain Exchange, revealed that the Farmers' National Grain Corporation, co-operating with the Federal Farm Board in the stabilization of grain prices, is ready to assist in getting shipments of grain routed through Boston in the event storage space is provided.

Davis told the committee the step is one of the most important taken in years to improve port business. He cited the recent improvement in the Welland canal, skirting Niagara falls, whereby grain can be shipped from the head of the Great Lakes to Oswego and Ogdensburg, N. Y.

From those points it could be shipped to Boston at a rate lower than rates applying to Philadelphia and Baltimore.

He revealed that approximately \$5,000,000 is to be spent in the development of the port at Oswego by the government, while private interests contemplate the erection of huge grain elevators.

In regard to financing the new project, Davis said he believed the State should construct it and lease it to the New Haven road at a nominal rental.

RECEPTION FOR NEW REGISTER

State and city officials and a host of newspaper men were present at City Hall at a reception tendered to Henry L. Daily, who was sworn into the office of city registrar today.

The office, of which he will take charge at once, was banked with flowers and a long line of notables filed through to extend their congratulations on his appointment.

Mr. Daily represented the Boston Evening American in the press room at City Hall for 10 years and during that time formed many friendships among past and present officials of the city.

LEGION PARADE, 70,000 STRONG, IN HUB OCT. 7

To Be Reviewed by Gov. Allen
and Will Take 10 Hours
to Pass Given Spot

The largest parade in the history of the American Legion will wind through Boston street October 7, the second day of the national convention to be held in Boston.

The parade committee, meeting with Mayor Curley for the first time today, announced that 70,000 would be in line and the parade would take 10 hours to pass a given spot.

Forming in Commonwealth ave., the parade will pass through Arlington to Beacon and will be reviewed by the governor and others in front of the State House.

It will then proceed along Park st. to Tremont, Columbus ave. and to Massachusetts, where it will disband.

Railroad and steamship lines are co-operating with the committee in planning the parade and the handling of the immense crowd that will witness it. The problem of seating spectators is a tremendous one and with other details will occupy the attention of the committee from now on.

The committee conferring with the mayor today included Col. Carroll J. Swan, Gaspar G. Bacon, Dr. William H. Griffin, John D. Crowley, Ralph M. Eastman, John J. Shaughnessy, City Councillor Clement A. Norton, Col. Thomas F. Sullivan, acting traffic commissioner, and Frank B. Howland.

ADVANTAGES SHOWN TO OFFICIALS

Davis Sends Cablegram in Effort to Secure Better Service for Hub

A cablegram, urging that advantages of the Port of Boston be considered when reallocation of their steamers under the pooling plan of the two lines is undertaken, was sent today to officials of the Hamburg-American Line and the North German Lloyd, both in Germany, by Frank S. Davis, manager of the Maritime Association of the Chamber of Commerce.

The cablegram said: "The Port of Boston, center of America's most active industrial and productive overseas passenger area, with superior port facilities and many advantages, including shortest ocean distances, deepest channel, longest pier and greatest drydock on Western Hemisphere, cordially invites your consideration in reallocation of steamers under pooling of Hamburg-American and North German Lloyd. Beyond question direct weekly service with combination passenger and cargo steamers from Boston to German ports is most promising opportunity on Atlantic seaboard."

Manager Davis has requested Mayor Curley to send a similar cablegram officially, on behalf of the city.

URGES BOSTON AS A PORT OF CALL

Advantages Pointed Out to
German Lines

Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, sent the following cablegram to Dr. Wilhelm Cuno, director general of the Hamburg-American Line at Hamburg, Ger., and to Herr Ernst Glaessel, director general of the North German Lloyd, urging them to consider the advantages of the port of Boston when reallocating their steamers under the pooling plan of the two lines, just announced:

"The port of Boston, center of America's most active industrial and productive overseas passenger area, with superior port facilities and many advantages, including shortest ocean distances, deepest channel, longest pier

and greatest drydock on Western Hemisphere, cordially invites your consideration in reallocation of steamers under pooling of Hamburg-American and North German Lloyd. Beyond question direct weekly service with combination passenger and cargo steamers from Boston to German ports is most promising opportunity on Atlantic seaboard."

Manager Davis has requested Mayor Curley to send a similar cablegram officially on behalf of the city of Boston.

TRANSCRIPT 3/26/30

Grain Elevator Project Urged at State House

Metropolitan Affairs Committee Makes Favorable Report Following Hearing

Favorable action on a recommendation of Governor Allen, providing for an investigation by the Boston Port Authority and the State Department of Public Works as to the advisability of establishing a State grain elevator at South Boston, was taken today by the legislative Committee on Metropolitan Affairs, following a hearing at which several speakers were heard.

Frank S. Davis, representing the Maritime Association of the Boston Chamber of Commerce and the Boston Grain and Flour Exchange, told the committee that these organizations strongly indorse the efforts of Mayor Curley and Governor Allen in attempting to restabilize this industry. He offered the following letter, received from the Farmers' National Grain Corporation, an organization with headquarters in Chicago, addressed to a local concern:

Thanks very much for your letter of March 21. We appreciate the information given and perhaps later will route some grain into Boston. We have cash grain at the head of the lakes but no decision has been made as to what port it will go to.

I sincerely trust that the committee appointed by Governor Allen will report favorably for I feel that your port should do more business and with added modern storage construction see no reason why this cannot be accomplished.

W. J. BRAINARD

Mr. Davis also presented figures to show that since 1919 the total amount of exports of grain from Boston decreased from an average of 17,963,277 bushels to 3,879,817 bushels in 1929. He told the committee of the Welland ship canal project which has been approved by Congress, and which will be ready for service about July 1, 1931. He contended that with the construction of this canal the grain exports of Boston will be greatly increased if adequate facilities are provided here. The speaker favored having the elevator built by the State and leased to the New York, New Haven and Hartford Railroad but added, in answer to a question of a member of the committee, that in his opinion, it would be feasible for the State to eventually take control of the operation of the elevators in order to eliminate possible agitation which might arise between railroad companies.

Thomas H. Bildson, legislative agent for the city of Boston, told the committee that Mayor Curley is strongly in favor of the project, remarking that it was the mayor who first brought the matter before the public. John T. Scully, director of the Boston Industrial Bureau, also was recorded as in favor.

Following a brief hearing, at which Mayor Curley, through Mr. Bilodeau, was recorded in favor of the proposal, the committee also voted to report favorably the bill of Representative Luke D. Mullen of Charlestown, providing that cities and towns in the Metropolitan district be notified when metropolitan improvements are recommended as to the assessments

GLOBE 3/26/30

THREE SWORN IN AS CITY OFFICIALS

Edmund L. Dolan, Henry L. Daily and William G. O'Hare Take Oaths



LEFT TO RIGHT—EDMUND L. DOLAN, WILLIAM G. O'HARE AND HENRY L. DAILY

Three new city officials were sworn in this morning by City Clerk Wilfred J. Doyle; Edmund L. Dolan became city treasurer, Henry L. Daily, city registrar of births, deaths and marriages, and William G. O'Hare as In-

stitutions Commissioner.

Many persons were present at the ceremony, and the new officials arriving in their respective offices found many beautiful floral tributes on their desks.

which will be levied against the communities in the event the projects are carried through.

The measure was opposed by Davis S. Keniston, chairman of the Metropolitan District Commission. He said that it is a simple matter for representatives of cities and towns to estimate the assessments which are laid against them and in view of this fact he felt the legislation is unnecessary.

TRAVELER 3/26/30

Mayor Curley's Appointees Take Oath of Office and Assume Duties



Three of the latest of Mayor Curley's appointees to public office confirmed by the civil service commissioners. They were sworn into today by City Clerk Wilfred Doyle at City Hall. Left to right, Henry L. Daily, city registrar; William G. O'Hare, penal institutions commissioner, and Edmund L. Dolan, city treasurer.

Dolan, Daily and O'Hare Given Warm Greeting at City Hall

Three of the latest appointees of Mayor Curley to be confirmed by the civil service commission were sworn in today by City Clerk Wilfred Doyle and then took up the duties of their respective offices.

GIVEN FINE RECEPTION

They are City Treasurer Edmund L. Dolan, City Registrar Henry L. Daily and Penal Institutions Commissioner William G. O'Hare. There was a large number of persons present at the swearing in ceremony and all the appointees were given a good hand. The reception given to City Registrar

Daily was a particularly warm one. Newspaper men who "cover" City Hall for the Boston papers, as well as representatives of the newspapers, surrounded the genial "Henry" and greeted him with acclaim.

Old Names for Boston Streets Become New Again

• **COOPER'S ALLEY**
MACRIL LANE
MILLER LANE
ADAMS ST.

1708
1708-1784
1784
1788

Suggested Form of New Signs to Hang Beneath Present Street Names for Tercentenary Year. This One Will Be at Kilby Street

SUCH modest publicity has attended the workings of those in charge that Bostonians may one morning be startled to find their casual glance at a street sign arrested by an amendment. For Boston is hauling out of the attic its old names. Necks have already been craned at the new label proclaiming Quaker lane between Devonshire and Congress streets. But coming to Kilby street some day soon they will discover four names arrayed beneath the familiar enamel sign. More than that, there will be the years in which Kilby street was known by these older ways. The illustration above shows a proposed version of the new signs, this one to hang at Kilby street. In the early eighteenth century it was Cooper's alley to the colonists. For nearly eighty years, during the Revolution it was Macril lane. For a short time it was Miller lane, then

became Adams street. These facts will appear on an enameled oblong hung on the frames of the present signs by brass clips. The background is white and the letters dark blue. The sample is furnished by the street commissioners with assent from the tercentenary committee and consent from Mayor James M. Curley, with the proviso throughout that this is merely a suggested form and has not yet been authorized. According to information provided by the street commission and the public works commission, most of the 105 signs will be in position by May 1. Then, Newspaper Row, that section of Washington street between School street and Adams square, will again bear its old designation as Cornhill, its name until 1708.

That section of Washington street between School and Summer streets will bear secondary signs as Marlborough street its old-time designation; and that section between Summer and Essex streets will be posted with its original name, Newbury street. That stretch of Washington street from Essex street

to Dover street will bear signs marked Orange street, its original name.

Under School street signs will be placed enamel signs bearing its original name, Common street.

Other secondary signs will include Summer, Seven Star lane; Temple place, Turnagain Alley; Winter street, Bannister's lane; Tremont street, Old Burying place highway; High street, Cow lane; Cornhill, Cheapside; Court street, Prison lane; Devonshire street, Pudding lane; Boylston street, Frog lane; Brookline avenue, Punchbowl road; Atlantic avenue, Flounders lane. Sudbury street will be the only present-day Boston thoroughfare to bear the same name by which it was called in 1645.

Those fond of the ancient aspects of Boston cannot help hoping that the enamel and the brass clips will prove durable, proof against the weather and the acquisitive instincts of bright young men. Affectionate doters might even suggest that some of these archaic and doubtless unweildy designations be restored.

GLOBE 3/26/30

PAVING OF PRIVATE WAYS

Birmingham Would Have It in \$10,000,000 Program

Inclusion of unaccepted streets in the city of Boston's \$10,000,000 paving program was urged before the Committee on Municipal Finance by Representative Leo M. Birmingham of Brighton today. He declared it to be an outrage to compel people to pay taxes on unaccepted streets such as are now common in the city of Boston.

He pleaded for his bill, which would authorize the city to borrow money for permanent street pavement on either accepted or private ways. He urged the action for the benefit of the outlying sections of the city and that none of the money be spent downtown. "I am not in favor of street widenings such as we had last year," he said.

His plea was also supported by Representative James J. Twohig of South Boston, who declared that most of the accepted streets, even in his district, are in a "horrible condition."

Corporation Counsel Samuel Silverman said the Mayor favored the proposal to authorize the spending of part of the \$10,000,000 for the laying out and construction with permanent paving of new streets. He said the city was ready to start work at once on the expenditure of between \$5,000,000 and \$6,000,000 on its street program.

Senator Frank W. Osborne, chairman of the committee, asked if the names of the streets which it is contemplated to work on this year would not be given to the committee. Silverman objected, on the ground that it would lead to difficulties with the City Council, as some Councilors whose districts might not have as much work as others would then oppose the loan order. Senator Osborne assured him that the matter would be held confidential by the committee.

Hearing adjourned until next Monday, when Silverman promised that Public Works Commissioner Joseph Rourke of Boston would appear before the committee with figures on the work proposed.

Asks German Lines to Consider Boston

Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, today sent the following cable message to Dr. Wilhelm Cuno, director general of the Hamburg American Line at Hamburg, Germany, and to Herr Ernst Glaessel, director general of the North German Lloyd, urging them to consider the advantages of the port of Boston when re-allocating their steamers under the pooling plan of the two lines, just announced:

"The Port of Boston, center of America's most active industrial and productive overseas passenger area, with superior port facilities and many advantages, including shortest ocean distances, deepest channel, longest pier and greatest drydock on Western Hemisphere, cordially invites your consideration in re-allocation of steamers under pooling of Hamburg American and North German Lloyd. Beyond question direct weekly service with combination passenger and cargo steamers from Boston to German ports is most promising opportunity on Atlantic seaboard."

Mr. Davis has requested Mayor Curley to send a similar cablegram officially on behalf of the City of Boston.

TRANSCRIPT 3/26/30

Legion's Great Parade in Their Hands



How to Start the Machinery for the Handling of the American Legion's Parade of 70,000 Men on the Second Day of the National Convention to Be Held in Boston Next October, Was Considered by the Committee at a Meeting with Mayor Curley Today

SEATED—Left to Right—Colonel Carroll J. Swan, Mayor Curley, Senator Gaspar G. Bacon.

STANDING—John D. Crowley, John J. Shaughnessey, Ralph M. Eastman, Dr. William H. Griffin, Clement A. Norton, Colonel Thomas F. Sullivan, Frank B. Howland.

THE imposing feature of the American Legion's national convention to be held in Boston Oct. 6, 7, 8 and 9 will be the parade of upwards of 70,000 men, the greatest demonstration of the kind the country has ever seen since the boys returned from the war. A committee has been appointed to plan for the parade, and having already made preliminary observations met with Mayor Curley today to receive his advice and encouragement.

The parade will take place on the second day of the convention, making its

way over a route that will afford ample opportunity for public enjoyment, and at the same time avoiding the downtown retail district to a great extent. Starting from Commonwealth avenue, the column will move into Arlington street and Beacon, where a large reviewing stand will be erected at the State House; proceed through Park street to Tremont, thence to Stuart street and up Columbus avenue to Massachusetts avenue for disbanding.

The parade details will require many weeks of the hardest work, and in addi-

tion the transportation facilities from all parts of New England are mighty considerations. It is estimated that the boys will be at least ten hours in passing a given point, and this means that refreshments must be served and all possible means employed to transport them back to their homes during the night. The railroads and the steamship lines have promised the greatest possible co-operation. Frequent meetings will be held with the mayor, for the city is a large contributor of money for the convention.

TRAVELER 3/26/30

BOSTON STREET CONDITION HIT

Birmingham Would Improve Unaccepted Ways in \$10,000,000 Program

Inclusion of unaccepted streets in Boston's \$10,000,000 paving program was urged before the committee on municipal finance by Representative Leo

M. Birmingham of Brighton today. He declared it an outrage to compel people to pay taxes on unaccepted streets such as are now common in the city.

He pleaded for his bill which would authorize the city to borrow money for permanent street paving on either accepted or private ways. He urged the action for the benefit of the outlying sections of the city and that none of the money be spent downtown. "I am not in favor of street widenings such as we had last year," he said.

His plea was also supported by Representative James J. Twonig of South Boston, who declared most of the accepted streets even, in his district, are in a "horrible condition."

Corporation Counsel Samuel Silverman said the mayor favored the proposal to authorize the spending of part of the \$10,000,000 for the laying out and reconstruction with permanent paving of new streets. He said the city was

ready to start work at once on the expenditure of between five and six millions on its street program.

Senator Osborne, chairman of the committee asked if the names of the streets which it is contemplated to work on this year could not be given to the committee. Silverman objected on the ground that it would lead to difficulties with the city council, some councilmen whose districts might not have as much work as others would then oppose the loan order. Senator Osborne assured him that the matter would be held confidential by the committee.

Hearing adjourned until next Monday when Silverman promised that Public Works Commissioner Joseph Rourke would appear before the committee with figures on the work proposed.

GLOBE 3/26/30

LEGION AND CITY OFFICIALS DISCUSS CONVENTION PLANS



AMERICAN LEGION PARADE COMMITTEE

Front Row, Left to Right—Col Carroll J. Swan, Mayor James M. Curley, Senator Gaspar G. Bacon. Back Row—John D. Crowley, John J. Shaughnessy, Ralph M. Eastman, William H. Griffin, Clement A. Norton, Col Thomas F. Sullivan, Frank B. Lowland.

Prominent figures in the American Legion and officials of the city of Boston met this morning in the office of Mayor James M. Curley to discuss

plans for the parade during the American Legion convention next October.

The city of Boston has appropriated \$25,000 for the convention of the Le-

gionaires, and at the meeting today the amount necessary for the parade was discussed and tentative arrangements for the route of the parade were made.

The route of the American Legion parade on Oct 7 was decided upon and will start from Commonwealth av. It will then go to Arlington st, Beacon st, past the reviewing stand at the State House, Park st to Tremont st, to Stuart st to Columbus av and will disband on Massachusetts av.

It is figured the parade will contain 70,000 marchers, the largest to ever participate in a parade here. It has been estimated that it will take 10 hours for the parade to pass any given point on the route.

The transportation and feeding problems will be enormous, and now that the parade route is out of the way the committee will devote its time to straightening out other details. The transportation companies have already assured the committee of their assistance.

Plans will be formulated so that there will be no confusion in traffic during the parade.

TO LOOK INTO PLAN FOR GRAIN ELEVATOR

At a hearing today before the Legislative Committee on Metropolitan Affairs on Gov Allen's recommendations for improvements in the port of Boston and the construction of a grain elevator in South Boston, Frank S. Davis, representing the Maritime Association of the Boston Chamber of Commerce, brought promise of cooperation of the Farmers' National Grain Corporation.

Mr Davis said that the corporation, working with the Federal Farm Board in the stabilization of grain prices, will assist in securing shipments of grain through the port of Boston in the event greater storage facilities are provided.

The Governor had recommended that an investigation be made by the newly created Board of Boston Port Authority and the State Department of Public Works into the advisability of establishing a modern grain elevator at South Boston.

"This is one of the most important steps taken in years for the improvement in the business done by the port of Boston," asserted Mr Davis.

Thomas H. Bilodeau, Legislative counsel for the city of Boston, placed Mayor Curley on record in favor of the proposed legislation and said the Mayor had been interested in the project for some time.

Later the committee report a resolve for an investigation along the lines recommended by Gov Allen.

The committee also voted to report the bill of Representative Luke D. Mullen of Charlestown, providing that cities and towns in the Metropolitan district be notified, when Metropolitan improvements are recommended, as to the assessments which will be levied against each community in event the projects are carried through.

TRAVELER 3/26/30

Curley Lauds Y. M. C. A. at Drive Luncheon



Mayor Curley and others at the head table during the first canvass luncheon of the Y. M. C. A. at the City Club today. Left to right, Milton Vaughn, Col. T. M. Sullivan, William J. Davidson, Mayor Curley, E. Fred Cullen and George E. Phelan.

Funds Will Help Make Better Men, Says Mayor— Davidson, Chairman of Campaign, Urges Hard Work—\$146,978 Sought

About 400 volunteer workers of the Y. M. C. A. gathered at the City Club today for the first canvass luncheon during the drive for \$146,978 as the public's share of 10 per cent. in the budget of the association. It is the 78th annual drive for funds which are used for athletic activities of boys at the Y. M. C. A.

CURLEY HONOR GUEST

Mayor Curley was the guest of honor and speaker at the luncheon presided over by William J. Davidson, commander-in-chief of the drive as president of the New England division of the Y. M. C. A. He is head of the A & P stores in New England.

Mayor Curley in praising the organization said that the work of the Y. M. C. A. will be beneficial as long as the American public may endure. He said the association of men is not to

be feared but the "lone wolf" makes trouble.

The mayor defined the drive for funds as "not an accumulation of money but for better men."

He congratulated the Y. M. C. A. on its election of Davidson as its leader pointing out his ability as such in that he is the active head of 3000 chair stores in New England and a part of the machinery operated 15,000 stores through the country.

At the head table during the luncheon were Milton Vaughn, Col. Thomas M. Sullivan, Davidson, Mayor Curley, E. Fred Cullen of the Y. M. C. A. and George E. Phelan of the transit commission.

Leaders of the five divisions making the drive are Everett S. Litchfield, Arthur J. Mansfield, Albert B. Evarts, William C. Chick and William Ittman. It was reported that \$11,651 had been subscribed in the first day. Davidson urged the workers to work hard as the sum was \$4000 below the first days total a year ago.

TRANSCRIPT 3/25/30

Will Limit Parking Ban Downtown

Board Indicates Position Against Demand of New Committee

There will be more severe restrictions on downtown parking than those now in existence, but the demands of the new committee on street parking control recently formed in the financial district, headed by Roland W. Boyden, will not be followed. This was the message which Acting Traffic Commissioner Thomas F. Sullivan and Chairman Thomas J. Hurley of the street commission indicated to the City Council yesterday.

The traffic commission believes that the most serious congestion now encountered can be eliminated by the plans in mind if the police will co-operate to the limit. This belief was shared by the City Council, which registered at the session its opposition to any such drastic regulation as has been asked. Councillor Robert Gardiner Wilson offered the resolution recording the opposition of the council.

Councillor Wilson characterized the parking ban movement as a selfish attempt of interests inspired only by desire to benefit financially, to compel owners to patronize garages and taxicabs, and to drive shoppers from the long-established retail district to the Park square section. He ridiculed the support by the banking and brokerage houses and asserted that their customers do not need parking privileges.

Colonel Sullivan told the council that the traffic conditions are a "terrible mess" and, in his opinion, no parking regulations will be effective unless the police enforce them.

Outlines Its Plans

Supplementing the recent hearing on parking prohibitions before the Boston Traffic Commission, the Committee on Street Parking Control has sent a letter to the commission outlining its specific recommendation as a start towards solving the parking problem of the financial district. They suggest that all parking, except such as is actually necessary to load or unload passengers and goods, be prohibited within what may be described as the financial district, namely: the district bounded by State Street (both sides) on the north, Washington street on the west as far as Milk street, then Milk street (both sides) to Hawley street, and Hawley street (both sides) to Franklin street, then Franklin street (both sides) to Broad street, and Broad street (both sides) to State street.

The committee also recommends that parking in a similar manner be prohibited on the following arteries leading into or feeding this district: Federal street from Franklin to Summer; Congress street from Franklin to Atlantic avenue; Pearl street from Franklin to Atlantic avenue; Oliver street from Franklin to Atlantic

avenue; Broad street from Franklin to Atlantic avenue; Cambridge street from Scollay square to Cambridge Bridge; Portland street from Hanover to Causeway street; Mount Vernon street from Charles to Bowdoin street, except for residents; Pemberton square, Somerset street and Ashburton place.

The committee expresses its belief that a ninety days' trial in this financial district and on these arteries leading into it would be most helpful and instructive, and could in no way injure the retail stores or their business.

Whiteside Explains

The letter is signed by Alexander Whiteside, counsel for the committee on street parking control. In connection with the parking problem, Mr. Whiteside says: "Considerable confusion has arisen as to just what this recently formed committee stands for on the question of street parking. It is a volunteer committee formed for the purpose of stimulating action in obtaining some solution of the very acute parking problem in the financial district. This district, as we see it, is approximately that part of the city bounded on the north by State street (both sides), on the west, Washington street as far as Milk street, then Milk street (both sides) to Hawley street, and Hawley street (both sides) to Franklin street, then Franklin street (both sides) to Broad street, and Broad street (both sides) to State street. As is now well known, the transaction of legitimate business in this financial district is seriously handicapped by present parking conditions. Substantially 100 per cent of the various banking, investment and business interests in this district are on record in favor of a change of present regulations.

"From the beginning the committee has had no intention and no desire to interfere with parking regulations in any other district. It does believe, however, that not only is the financial district as a district entitled to a remedy for the present unsatisfactory conditions, but that the parking problems of this financial district can be solved without undue difficulty and without disastrous effect on any other section of the city."

AMERICAN 3/25/30

Curley Removes His Shamrock Shutters— to Be Painted

Motorists driving through Faneuilway were astounded today to discover that the famous shamrock shutters on the home of Mayor James M. Curley were missing.

The mayor's recent conference with Eamon De Valera was immediately recalled, and much speculation resulted, together with considerable conjecture.

A report came to the office of the Boston American and a reporter was assigned to the story. He discovered that the famous shutters were merely in a paintshop regaining their pristine glory, and will be back in place in 10 days.

TRAVELER 3/25/30

PARKING BAN TO BE LIMITED

Only Certain Streets Will Be Affected by Traffic Experiment

Only certain streets in the downtown area will be included in a ban on parking, according to Acting Traffic Commissioner Thomas F. Sullivan and Chairman Thomas J. Hurley of the street commission.

The decision not to eliminate dead parking in the entire downtown area and on Beacon Hill, as recently advocated, was advanced to the city council by Sullivan and Hurley, who also informed the council that strict enforcement of the parking rules would be requested of the police department. They declare that co-operation on the part of the police would do away with congestion in an area now considered dangerous and result in unimpeded traffic movement.

The committee on street parking control, headed by Roland W. Boyden, submitted specific recommendations to the commission, advocating the prohibition of all parking in the financial district and in several streets leading into that area. It expressed its belief that a 90-day trial of their recommendations would be most helpful and instructive, and could in no way injure the retail stores or their business.

In addition to Boyden, the committee comprises John R. Chapin, Carl P. Dennett, Jere Downs, William Endicott, H. Wendell Endicott, Henry L. Harriman, Chandler Hovey, Leo Leary, Frank Leveroni, John R. Macomber, Eugene E. O'Donnell, Andrew J. Peters, James J. Phelan, Arthur L. Race, George A. Rich, Edward C. Stone, Edwin S. Webster, Alexander Whiteside, Theodore T. Whitney, Lathrop Withington and B. Loring Young.

The city council, taking cognizance of the demand of certain interests for the prohibition of parking in a downtown "loop" stretching from the North station to Arlington street, voted to register its opposition to any such drastic regulation as has been asked "by garage owners, taxicab companies, brokerage houses and Park square real estate speculators."

AMERICAN 3/25/30

Mayor to Speak at "Y" Drive Luncheon

Mayor James M. Curley will be the speaker-guest at the first report luncheon of the 400 volunteer canvassers of the budget balancing campaign of the Boston Y. M. C. A., at the Boston City Club tomorrow at 12:30. These volunteers are out to raise \$146,978 to balance the yearly budget.

Commander-in-chief of the drive, William J. Davidson, has set a goal of \$25,000 for the report tomorrow. Banners for the "most money" teams will be awarded.

TRANSCRIPT 3/25/30

Protests Delay on School Fund Bill

Following a conference of the School Committee yesterday afternoon, a statement was issued by Chairman Joseph J. Hurley, in which he calls attention to the investigation of the school administration by the Survey Committee and the study of its report by the School Committee for the last year and a half, and states that if the Finance Commission's investigation delays action on the \$15,000,000 school construction program speedy relief for the pupils will be prevented. The statement follows:

"The Boston School Committee deprecates the fact that in all the recent publicity about the Finance Commission investigation there have been overlooked these facts:

"Two years ago the School Committee appointed a Survey Committee to investigate the school system with particular reference to shop work, 'fads and fancies' and an adequate building program.

"The Survey Committee was composed of leading citizens of the community, appointed by the mayor, the Boston Chamber of Commerce, the Boston Real Estate Exchange, the Boston Central Labor Union, the Boston Home & School Association and the Boston School Committee.

"After a year and a half deliberation and study, the Survey Committee submitted its report to the School Committee. Since the receipt of the report the School Committee has been taking up, one by one, the recommendations of the Survey Committee and has up to this time adopted several of them.

"The proposed Finance Commission investigation comes at a time when the School Committee is busy studying the report of the Survey Committee. This investigation is not unwelcome to the School Committee provided the public bears in mind that the School Committee has already subjected itself to a year and a half of investigation by the Survey Committee.

"Acting upon the suggestion of the Survey Committee as to the land and building program, the School Committee has requested from the Legislature adequate funds to carry out a program that would relieve the portable school situation. This bill is now before the Legislature and the School Committee feels that early action thereon is necessary and that if the proposed investigation by the Finance Commission delays the initiation of the building program speedy relief will be prevented."

TRAVELER 3/25/30

Curley Soccer Cup Tourney Get Underway This Week-end

Three Boston Clubs Draw Home Engagements in First Round—Fall River and Cleveland to Contest U. S. Title

By HUGH WOOD

Home clubs will try to get the jump on the other fellow this week-end in the first round of the Mayor James M. Curley soccer cup competition. This tournament, which is open to Boston and District League teams, is conducted on a home-and-home basis, the following outfits drawing the first engagement at home: Clan McGregor, Beacon A. C., Bird & Son, and Swedish F. C.

PAIRINGS FOR OPENING ROUND

The draw is as follows—Clan McGregor vs Sturtevant F. C. at Merrymount, Quincy; Beacon A. C. vs. Stoughton at Everett or Charlestown; Bird & Son vs. Charlestown Hibbs at East Walpole; Swedish F. C. vs. Norwegian Americans at North Brighton.

According to Horace McDonnell, league secretary, all matches will be played Sunday, although there is possibility that Beacon Oil combine may switch to Saturday. This also may be the arrangement in the Bird & Son vs. Charlestown Hibbs engagement.

Everywhere this week-end the soccer men will be stepping lively, for in the Curley tournament

TRANSCRIPT 3/25/30

Council Revives Street Widenings

City Councillor Peter A. Murray made an effort in the City Council yesterday to force the hand of the mayor on the two Jamaica Plain street widenings which have been holding fire since the legislative authorization of last year. They are the Center street and the St. Ann street projects, for which \$1,600,000 outside the debt limit may be spent.

Councillor Murray introduced two orders for the widenings, and after asking the Finance Committee to take immediate action, declared that there is no excuse for further delay. He emphasized the opportunity that would be afforded to relieve the unemployment situation.

In a communication accompanying an appropriation order for 500,000 for street purposes, Mayor Curley expressed hope that the Legislature will act favorably upon his bill to authorize the borrowing of \$10,000,000 for streets, but delay in acting inspired him to draw upon the tax levy for sufficient money to finance immediate work. Under suspension of the rules the order was given its first reading.

No success was achieved by Councilor Wilson in his effort to discover some method of compelling public service corporations to pay the city in return for permits to erect poles in public streets. He charged that these corporations demand from \$200 upwards from property owners who insist that poles shall be placed in their backyards and he called such tactics "robbery." Chairman Hurley of the Street Commission made known that a statute law governs the subject and exempts the corporations from the payment of any fee.

Rentals of stalls, basements and spaces in Faneuil Hall and Quincy markets will be determined by the City Council, as Mayor Curley passed along the burden of deciding if a reduction is justified. The mayor suggested that rentals of quarters which expired last October, shall be renewed for a period of ten years for the same prices that were paid during the last half of the preceding ten-year terms.

AMERICAN 3/25/30

UNEMPLOYED TO BE LISTED

The first official tabulation of the unemployed in this city was urged by City Councillor Clement A. Norton of Hyde Park in an order adopted yesterday by the council requesting the police to list the jobless when they make their tour of the city on April 1.

As there is sufficient blank space on the cards which will be used by the police in their census, he asked that they also mark down whether the residents are wage-earners and at work.

WILL LIMIT BAN ON DOWNTOWN CAR PARKING

Traffic Commission Tells
City Council Area to
Be Restricted

TO DEMAND POLICE
ENFORCE NEW RULES

Citizens' Committee Sub-
mits Scheme for the
Financial District

Elimination of dead parking in certain streets where congestion now prevails, rather than in the entire downtown area and on Beacon Hill, recently advocated, will be the decision of the traffic commission.

The city council was so assured yesterday by Acting Traffic Commissioner Thomas F. Sullivan and Chairman Thomas J. Hurley of the street commission, who also informed the council that strict enforcement of the parking rules would be requested of the police department.

Such co-operation on the part of the police, it was asserted, would eliminate congestion in the downtown area now considered dangerous, and result in the unimpeded movement of traffic.

While the chairman and one other member of the tariff commission were forecasting the commission's decision as to banning of dead parking, the committee on street parking control, recently formed in the financial district and headed by Roland W. Boyden, submitted specific recommendations to the commission, advocating the prohibition of all parking in the financial district and in several streets leading into that district. They suggest:

RESTRICTED AREA

That all parking, except such as is actually necessary to load and unload passengers or goods, to be prohibited within what may be described as the financial district, namely: The district bounded by State street (both sides) on the north, Washington street on the west as far as Milk street, then Milk street (both sides) to Hawley street, and Hawley street (both sides) to Franklin street, then Franklin street (both sides) to Broad street, and Broad street (both sides) to State street.

That parking in a similar manner be prohibited on the following

arteries leading into or feeding this district: Federal street from Franklin to Summer; Congress street from Franklin to Atlantic avenue; Pearl street from Franklin to Atlantic avenue; Oliver street from Franklin to Atlantic avenue; Broad street from Franklin to Atlantic avenue; Cambridge street from Scollay square to Cambridge bridge; Portland street from Hanover to Causeway street; Mount Vernon street from Charles to Bowdoin except for residents, Pemberton square, Somerset street and Ashburton place.

The committee expresses its belief "that a 90-days' trial in this financial district and on these arteries leading into it would be most helpful and instructive, and could in no way injure the retail stores or their business."

COMMITTEE'S PURPOSE

The letter is signed by Alexander Whiteside, counsel for the committee on street parking control. In connection with the parking problem Mr. Whiteside says:

Considerable confusion has arisen as to just what this recently formed committee stands for on the question of street parking. It is a volunteer committee formed for the purpose of stimulating action in obtaining some solution of the very acute parking problem in the financial district. As is now well known, the transaction of legitimate business in this financial district is seriously handicapped by present parking conditions. Substantially 100 per cent. of the various banking, investment and business interests in this district are on record in favor of a change of present regulations.

From the beginning the committee has had no intention and no desire to interfere with parking regulations in any other district. It does believe, however, that not only is the financial district as a district entitled to a remedy for the present unsatisfactory conditions, but that the parking problems of this financial district can be solved without undue difficulty and without disastrous effect on any other section of the city. With this in view, they are suggesting to the Boston traffic commission that, so far as the financial district is concerned, all parking in that district be prohibited, except such as is actually necessary to load or unload passengers or goods, for a trial period of 90 days. The committee's further recommendation, as to a similar parking ban on the arteries leading into the financial district, it believes, is a reasonable one to assist in solving the financial district's parking problem. The committee has made considerable study of the Boston traffic situation and its recommendations come as a result of that investigation.

THE CITY COUNCIL'S STAND

The committee, in addition to Mr. Boyden, comprises: John R. Chapin, Carl P. Dennett, Jere Downs, William Endicott, H. Wendell Endicott, Henry I. Harriman, Chandler Hovey, Leo Leary, Frank Leveroni, John R. Macomber, Eugene E. O'Donnell, Andrew J. Peters, James J. Phelan, Arthur L.

Race, George A. Rich, Edward C. Stone, Edwin S. Webster, Alexander Whiteside, Theodore T. Whitney, Lothrop Withington, B. Loring Young. The city council, taking cognizance of the demand of certain interests for the prohibition of parking in a downtown "loop" stretching from the North station to Arlington street, voted yesterday after long discussion, during which Acting Traffic Commissioner Sullivan and Chairman Hurley of the street commission were questioned, to formally register with the traffic commission opposition to any such drastic regulation as has been asked "by garage owners, taxicab companies, brokerage houses and Park square real estate speculators."

Councilman Robert Gardiner Wilson, Jr., offered the resolution recording the opposition of the council and prior to the executive session his effort to record the members was vigorously opposed by Councilman John I. Fitzgerald, who mentioned, in describing the deplorable conditions on the streets on the slope of Beacon Hill, that he had heard that "collusion of police officials" was responsible for the daily and flagrant disregard of the one-hour parking limit.

Wilson characterized the parking ban movement as a selfish attempt of interests inspired only by desire to benefit financially, to compel owners to patronize garages and taxicabs, and to drive shoppers from the long established retail district to the Park square section.

He ridiculed the support given the proposal by the banking and brokerage houses and asserted that their customers do not need parking privileges.

BLAMES LAWYERS

Fitzgerald said that the streets on Beacon Hill are in abominable condition and he blamed lawyers, "who won't patronize a garage but who demand high fees for their services" as the principal violators of the parking rules. He added that students attending a law school in the district clutter the streets daily with their machines and that home owners cannot find space in which to park their cars outside their homes. He made known that he has checked the owners of cars parked daily and that they are not residents of Boston.

In executive session, Councilman Curtis of the Back Bay expressed favor with the idea of giving the parking ban a 90 days' trial.

Chairman Hurley of the street commission and a member of the traffic commission told the council that it is folly to place a time limit on parking because such regulations cannot be enforced.

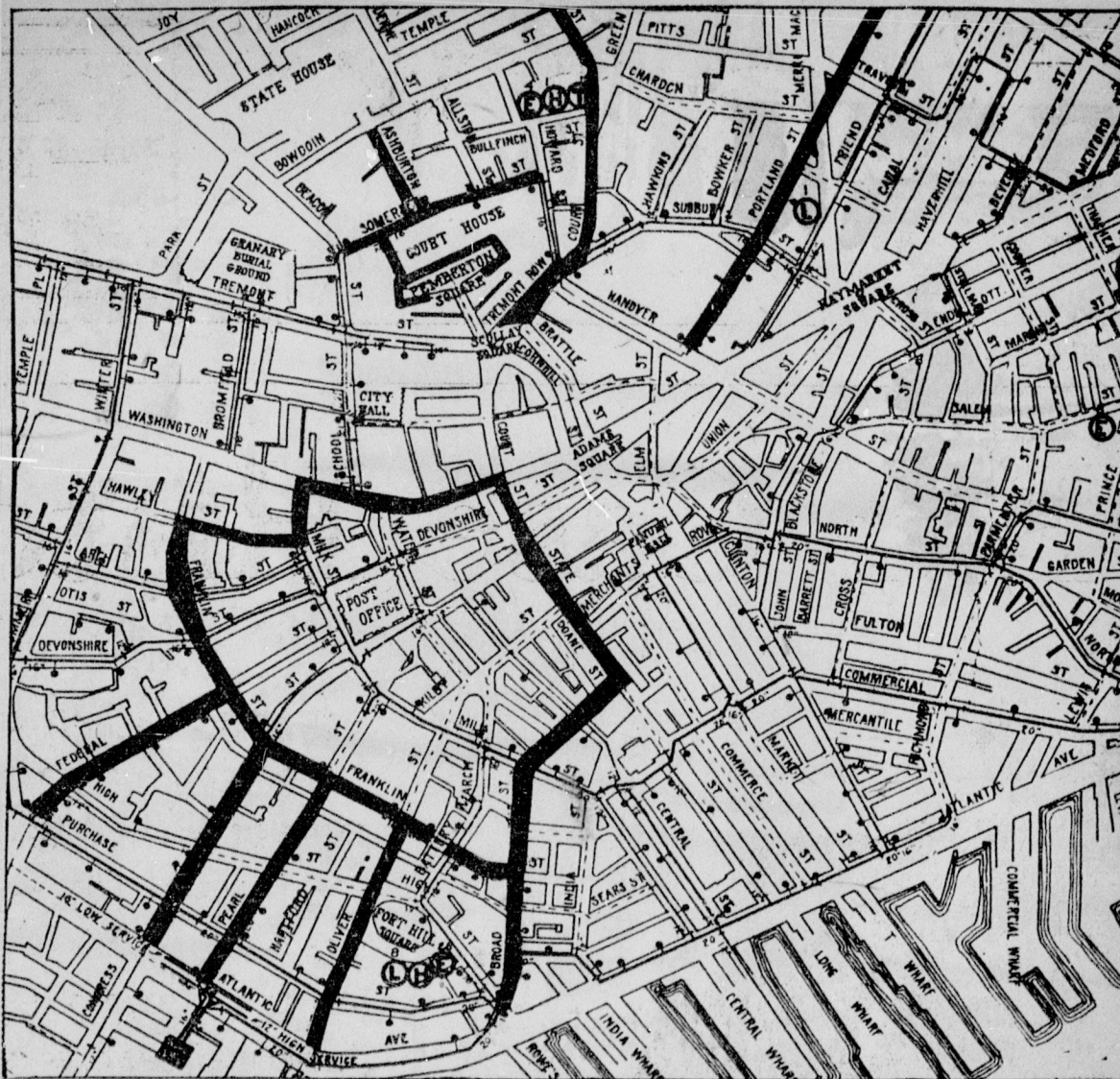
He made known that the proponents of the "loop" scheme have weakened and have withdrawn the southern limit from Arlington to Franklin street.

Col. Sullivan described traffic conditions as a "terrible mess," due entirely to the parking situation, and he made known that only drastic regulations which must be enforced by the police department, can remedy the congestion. He pointed out that many persons want the privilege of parking their own cars, but are opposed to allowing others to enjoy similar privilege.

No parking regulation will accomplish results, he said, unless the police department enforces it, and he added that when the traffic commission amends existing regulations in the downtown district the police will be asked to strictly enforce the rules.

HERALD 3/25/30

PARKING BAN SUGGESTED BY CITIZENS' COMMITTEE



The streets marked in heavy black and those within the financial district bounded by State, Washington, Milk, Hawley, Franklin and Broad streets, would be shut off to dead parking in recommendations sent by the committee on street parking control to the Boston traffic commission.

POST 3/25/30

CITY HALL NOTES

Rentals for the stalls, cellars and sidewalk spaces at the Faneuil Hall and Quincy markets will be determined by the City Council, Mayor Curley having referred the matter to the legislative branch of the city government, following appeals of the marketmen for reductions, claiming a loss of business since prohibition.

Automatic traffic signals on Soldiers' Field road and its recently completed extension on the Boston side of the Charles River were urged yesterday by City Councillor Edward M. Gallagher of Brighton, who claimed that the busy intersections constituted death traps. The Council passed an order requesting the Traffic Commission to install automatic lights on Soldiers' Field road at North Harvard street near the Larz Anderson bridge at Cambridge street and at Western avenue, as well as on Western avenue at Market and North Harvard streets, and Market street at North Beacon and Washington streets.

To search into the character and qualifications of candidates for constables before approving their appointments, President William G. Lynch of the City Council yesterday appointed a special committee of five members to serve during the year as an examining board. The committee comprises Councilors Robert Gardiner Wilson, Jr., chairman; John I. Fitzgerald, Michael J. Mahoney, Clement A. Norton and Timothy F. Donovan.

Seeking to force the widening of Centre street and the extension of St. Ann street through West Roxbury at a cost of \$1,760,000, Councillor Peter A. Murray of that district yesterday introduced the necessary loan orders, asking that they be speedily adopted and placed before the Mayor for his decision. The orders were referred to the finance committee. Mayor Curley has already gone on record in favor of Centre street, but the St. Ann street project is still to be decided upon.

RECORD 3/25/30

Carven Honored for Long Service to City

In recognition of long and faithful service, Mayor Curley yesterday presented Rupert S. Carven, city auditor, with a humidor of cigars on the occasion of Carven's celebration of 45 years spent in the office of the city auditor. Carven entered the office as an office boy in 1885 and gradually worked up to the point where he was appointed city auditor in 1922.

\$500,000 STREET ORDER PASSED

Council Also Seeks Action on Jamaica Plain Widenings

CONSTABLES WILL BE SCRUTINIZED

An effort to force Mayor Curley to take speedy action on the widening of Centre and St. Ann's streets, Jamaica Plain, for which the 1929 Legislature authorized the expenditure of \$1,600,000, was started in the city council yesterday by Councilman Peter A. Murray.

He introduced two orders for the widenings, and after asking the finance committee to take quick action, declared that the special legislative acts were accepted last year and that there is no excuse for further delay. He stressed the opportunity that the proposed widenings present to provide employment and asked the council to "put it squarely up to the mayor and see what he intends to do."

In a communication accompanying an appropriation order for \$500,000 for street purposes, Mayor Curley expressed hope that the Legislature will act favorably upon his bill to authorize the borrowing of \$10,000,000 for streets, but delay in acting inspired him to draw upon the tax levy for sufficient money to finance immediate work. Under suspension of the rules the order was given its first reading.

An order naming the new Dunbar avenue playground in ward 17 in memory of Corp. Thomas J. Roberts of the 101st infantry, who was killed in the 101st infantry, April 7, 1918, and who was cited for gallantry upon the battle, was presented by Councilman Wilfield, and forwarded to the park commission.

WILSON'S ACTIVITIES

Another Wilson move was the appointment of a special committee to investigate the qualifications of constables who are seeking reappointment. The mayor was asked to prepare prior to May 1 the entire list of constables to serve civil process. Wilson said that from 25 to 50 per cent. of the number can be eliminated and he asserted that at a recent legislative hearing, Boston constables were described as combinations of "collection agents, runners for column lawyers, would-be lawyers and collectors for credit houses." Wilson heads the committee to examine the constables and his associates are Councilmen Donovan, Fitzgerald, Norton and Mahoney.

No success was achieved by Wilson in his effort to discover some method of compelling public service corporations to pay the city in return for permits to erect poles in public streets. He charged that these corporations demanded from \$200 upwards from property owners who insist that poles shall be placed in their backyards and he called placed tactics "robbery." Chairman Hursch of the street commission made known that a statute law governs the

subject and exempts the corporations from the payment of any fee.

Rentals of stalls, basements and spaces in Faneuil Hall and Quincy markets will be determined by the city council, as Mayor Curley passed along the burden of deciding if a reduction is justified. The mayor suggested that rentals of quarters, which expired last October, shall be renewed for a period of 10 years, for the same prices that were paid during the last half of the preceding 10-year terms. There is a discrepancy among councilmen to offer a position for a few years to tenants in reduction to co-operate in the effort to stimulate business in the market district.

Because of the many automobile collisions on Soldiers Field road, Councilman Gallagher of Brighton offered an order for the installation of automatic traffic lights at the intersections of the road at Western avenue, Cambridge street and North Harvard street as well as at Western avenue, North Beacon and Washington streets and Market street, and at Western avenue and North Harvard street.

ORDERS SCHOOL BILLS HELD UP

Curley Wants \$73,000 Debts of Defunct Commission Scrutinized

MUST BE PROVED EMERGENCY WORK

Mayor Curley yesterday ordered payment on \$73,000 in bills left by the defunct schoolhouse commission held up until Louis K. Rourke, superintendent of school construction, declares the work done to have been of an emergency nature, when, as such, the bills can be paid under the city charter.

Failure of Supt. Rourke to mark a bill "emergency"—and it is said that bills totalling thousands of dollars will come in this classification—will mean that the city will refuse payment until the Legislature gives the Mayor power to pay the money due.

MAY SUE COMMISSION

An attack on Francis E. Slattery, former chairman of the commission, is seen in the mayoral action. Should the Legislature refuse to grant authorization to pay, and the contractor fail to obtain redress in the courts, they have no other recourse than to sue the former commission, Chairman Slattery, James W. H. Myrick and Charles P. Norton.

The Mayor said: "It may be that the former schoolhouse commissioners, finding that they had exceeded their appropriation, stamped these bills as emergencies, when, as a matter of fact, they may not have been."

The fact that the schoolhouse commissioners deemed these bills emergency, means nothing to Mayor Curley, his letter to Chairman Frank A. Goodwin of the finance commission stated. "Clearly the determination of this matter is one that rests with Supt. Rourke and it is immaterial what decision the former schoolhouse commissioners arrived at," the Mayor wrote.

PAYMENT STOPPED

While the school committee appropriated \$100,000 to pay these bills, on the advice of Corporation Counsel Silverman, City Auditor Carven and the board of commissioners of school buildings, headed by Richard J. Lane, payment will be stopped by the city auditor at the mayor's request. Mayor Curley at one time approved this \$100,000 as under the charter he approves all school appropriations.

Supt. Rourke yesterday asked Corporation Counsel Silverman for advice in regard to his procedure in this matter. A conference was held several days ago and the request made. Although Mr. Silverman gave his approval once it is possible he may reverse himself on this matter.

Mayor Curley's letter to Chairman Goodwin of the finance commission, in which he agreed that school committee appropriations of an extraordinary nature, such as the \$15,000,000 three-year building program and the maintenance bill to increase the school tax limit should be held up,—was a topic of considerable interest in political circles yesterday.

MAKES WEAK PLEA

The school committee, which was expected to produce a strong statement on the matter, last night issued a weak plea for attention in which it "depreciated" the recent publicity about the finance commission investigation of school expenditures, pointed out that an investigation will "delay initiation of the building program" and "speedy relief will be prevented."

The school committee, in its statement, contented itself with reciting the chronology of the inception and work of its survey committee, which brought in a verdict indicting the old schoolhouse commission as its main piece of work, and emphasized that the school committee is considering the further recommendations of the survey committee and has adopted several of them.

In the school committee statement the finance commission investigation is referred to as "the proposed investigation," although it has been stated in the newspapers that Chairman Goodwin started his investigation fully a week ago and is now assembling material.

POST 3/25/30

OPPOSED TO NEW PROBE OF SCHOOLS

Committee Thinks Recent Survey Should Be Enough

After lengthy discussion of Mayor Curley's recent statement endorsing Superintendent of Schools Jeremiah E. Burke for reappointment, the Boston School Committee, meeting behind closed doors last night, failed to take public cognizance of the Mayor's position.

COMMITTEE AGAINST PROBE

One statement was issued by the school committee at the close of the meeting. This deprecated the projected probe of school affairs by the Boston Finance Commission at this time.

School committee members, in the statement, pointed out that their department has already been thoroughly investigated by the survey committee which reported recently.

A new probe just now would go over old ground and would impede the passage of pending legislation which would otherwise afford funds permitting relief of school over-crowding, the school committee declaration asserted.

The statement in full was as follows: "The Boston school committee deprecates the fact that in all the recent publicity about the Finance Commission investigation there have been overlooked these facts:

"1—Two years ago the school committee appointed a survey committee to investigate the school system with particular reference to shop work, 'fads and fancies' and an adequate building programme.

"2—The survey committee was composed of leading citizens of the community appointed by the mayor, the Boston Chamber of Commerce, the Boston Real Estate Exchange, the Boston Central Labor Union, the Boston Home and School Association, and the Boston school committee.

"3—After a year and a half of deliberation and study, the survey committee submitted its report to the school committee.

"4—Since the receipt of the report, the school committee has been taking up, one by one, the recommendations of the survey committee and has up to this time adopted several of them.

"5—The proposed Finance Commission investigation comes at a time when the school committee is busy studying the report of the survey committee. This investigation is not unwelcome to the school committee provided the public bears in mind that the school committee has already subjected itself to a year and a half of investigation by the survey committee.

"6 Acting upon the suggestions of the survey committee as to the land and building programme, the school committee has requested from the Legislature adequate funds to carry out a programme that would relieve the portable school situation. This bill is now before the Legislature and the school committee feels that early action thereon is necessary and that if the proposed investigation by the Finance Commission delays the initiation of the building programme, speedy relief will be prevented."

UNEMPLOYED TO BE TABULATED

Police Asked to Make List of Jobless

The first official tabulation of the unemployed in this city was urged yesterday by City Councillor Clement A. Norton of Hyde Park in an order adopted by the Council requesting the police to list the jobless when they make their tour of the city on April 1 to obtain the names of all residents 20 years of age and over.

He declared that unemployment was one of the chief problems of the day and it would be necessary to determine the number of unemployed in order to solve the problem. As there is sufficient blank space on the cards which will be used by the police in their census, he asked that they also mark down whether the residents are wage-earners and at work.

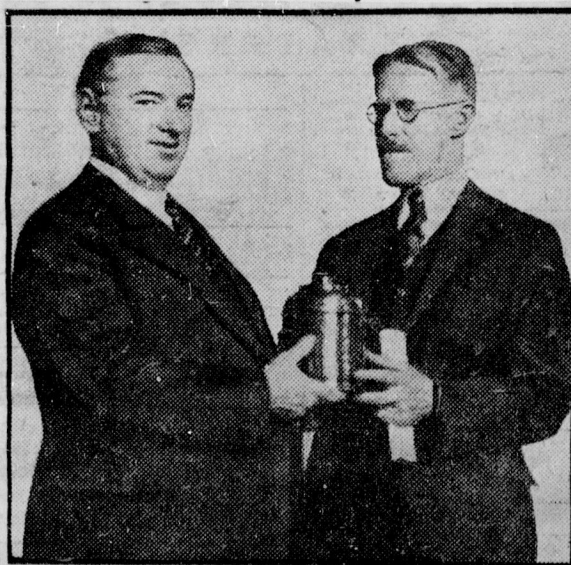
300 EVENTS FOR TERCENTENARY

Complete plans for events in the various cities and towns of the State in connection with the Massachusetts Bay Tercentenary celebration are expected to be ready in a few days, and the formal list of programmes throughout the State, to be made public then, will give an idea of the magnitude of the celebration during the period from June to October, when the celebration will be at its height.

At the present time, with many of the city and towns programmes in the formative stage, there are more than 300 events of major importance already scheduled, with committees at work in 115 cities and towns arranging other forms of observance. Appropriations of \$125,000 have already been made, with \$100,000 more in municipal budgets awaiting action before April 1. According to Albert R. Rogers, executive director of the Massachusetts Bay Tercentenary, Inc., a total of \$500,000 is already in sight from public funds, with at least that much more coming from private agencies.

The Boston part of the observance will start officially on June 1 with a great religious gathering on Boston Common. From that date until October, there will be important events every day. A feature will be on June 17, when a reception will be given to Rear Admiral Richard E. Byrd, now on his way home from the Antarctic.

RECORD 3/25/30



(Daily Record Photo)

Faithful service for 45 years is the record of City Auditor Rupert S. Carven, shown above, as Mayor Curley presented him with humidor yesterday.

A SCHOOL INVESTIGATION

The Finance Commission proposes apparently to investigate what already has recently been investigated. Only recently the reports of the School Survey were news of front page value and these reports covered nearly if not quite all the phases of the manifold fields of the work of the School Committee. It was on March 19, 1928, that the School Committee created that special committee to serve without pay and to make what looks like the same kind of investigation which now the Finance Commission may undertake.

The School Survey, it will be recalled, included one member named by the Mayor, one by the Chamber of Commerce, one by the Real Estate Exchange, one by the Central Labor Union, one by the Home and School Association and three representatives from the working force of the schools themselves. The School Committee itself named as chairman Judge Michael H. Sullivan. Within a few months, this committee has rendered a series of reports dealing with the alleged fads and fancies included in the courses of the public schools and with special reference to the overemphasis on shop work, with the methods and programs of the building, repairing and altering of the physical plant of the Boston schools, and with all other matters that might have any bearing on the increase in the cost of the school system.

This Survey took a hard crack at the tendency to go to extremes in the shop classes and the equipment of new buildings with elaborate facilities for that kind of training. The outstanding tangible result of the Survey's work to date is the abolition of the old Schoolhouse Department of which Francis E. Slattery was chairman and the establishment of a new Schoolhouse Commission of three members, and the creation of the new office of Superintendent of Construction, which now is filled by Louis K. Rourke. In general, the School Committee has manifested an intention to consider with great care all the recommendations of the Survey and to act upon many, perhaps most, of them.

Now it may be that a further investigation is needed. We do not know. Perhaps it is impossible to know without an investigation by the Finance Commission. Nobody denies that there have been some wasteful practices and many delays in the work of the School Committee. The Committee created the Survey for the express purpose of exposing the facts and opening the way for their rectification. Change in plans for instance after construction has been undertaken has caused waste; frequently it also has effected economies. At the hearing before the Legislative Committee on Cities, when the bill for the abolition of the Schoolhouse Commission was under consideration, Chairman Francis Gray of the School Committee said that undoubtedly there had been errors in the policy of the Committee and an amount of waste.

Much of the work of the Committee is done through the Board of Apportionment. This Board is made up of the Superintendent of Schools, who acts as its chairman, six Assistant Superintendents, and the Business Manager. The chairman gives special attention to the

education problems of the schools, the other members keep in contact with their respective assigned districts, the demands for facilities therein, the shifts of population, the necessity for alterations and improvements; and the Business Manager looks after the budget, salaries, maintenance, fuel, light, all items of cost. This Board serves as a sort of Cabinet for the School Committee. The Committee refers problems to it, obtains expert information from it, depends to a large extent on its judgment. Each year the Board sends its recommendations to the Committee as to changes in plant and in curricula, often presenting an extensive schedule of proposals. The Committee is bound to give much weight to these proposals. All the recommendations come through the Superintendent, who is chairman of the Board, but the School Committee knows well that the ultimate responsibility for what may or may not be done belongs to itself. The whole annual program is discussed in several conferences. Finally, the committee votes on the program and thus reaches its decisions.

It may well be that some of the discoveries just announced about fads and waste are merely re-discoveries of what the Survey revealed and what the Committee long has known. It may be that other wastes are to be disclosed. But by and large the situation is about as outlined above. One significant fact about the new regime for school construction ought to be recorded also. The act establishing the new School House Commission and the Superintendent of Construction requires that the School Committee shall submit all appropriations and budgets to the School House Commissioners and that they shall report thereon in writing. These reports are public documents and must be published by the School Committee. The School Committee can overrule the Commission but it cannot do that in the dark. The rule is intended to be a deterrent to extravagance and a preventive of graft.

TURN DOWN NO PARKING DOWN TOWN

But Bars to Go Up on Many More Streets

Proposed adoption of a blanket ban on automobile parking in the downtown business district was doomed yesterday when the City Council voted against the measure which was sponsored principally by garage, taxicab, trucking and realty interests. But for the relief of congestion in the financial area the Council was assured that drastic regulations will be adopted by the Traffic Commission and transmitted to the police for strict enforcement, barring parking on a large number of streets where it is now permitted.

The resolution against the blanket parking ban was driven through yesterday by Councillor Robert Gardiner Wilson, Jr., who alleged that it was an attempt by the Back Bay real estate speculators to force retail business to move from the downtown business district to their new developments beyond Arlington street.

He charged that the garage interests were behind the measure to obtain the aid of the police in forcing motorists to patronize their garages, and he bitterly attacked the "favored taxicab companies for their selfishness."

"What a treat for the home-coming of former Bostonians to the tercentenary celebration this year, to find that they will be required to park their cars in Jamaica Plain and telephone for a Checker cab to take them downtown to see Fanuell Hall and the Old North Church!" scoffed Wilson.

In attempting to table the matter for a week, Councillor John I. Fitzgerald of the West End stated that he favored parking restrictions on additional streets in the business district and on Beacon Hill.

Councillor Fitzgerald protested that residents of Beacon Hill were unable to park their own cars because other automobiles were allowed to stand outside their doors all day long.

Accuses Lawyers

"Lawyers are persistent violators of the parking rules on Beacon Hill," charged the West End Councillor. "They leave their cars on Somerset, Hancock and other streets on the hill all day long and refuse to go to a garage and pay, although they want their money before they will take a case. Those cars parked on Beacon Hill don't belong to Boston residents, either. They come from Arlington, Cambridge and everywhere else," he claimed.

"Suffolk Law School students are oth-

er persistent violators who leave their cars on the hill for eight and 10 hours," charged Fitzgerald. "I told the dean that it was his duty to build a nearby garage for the students. Private interests have spent a lot of money building garages in the West End and they ought to be patronized."

When it was called to his attention that the present parking regulations restrict many of the streets on Beacon Hill, Councillor Fitzgerald declared that it was "no secret that the police are in collusion with parking violators. They have a double system of tagging, one for their friends and another for innocents. I have no proof of this, but it's what I hear all around," said Fitzgerald.

Councillor Laurence Curtis, 2d, of the Back Bay, suggested that the downtown parking ban be given a trial for 90 days, but the Council voted against the measure, following the long debate, during which Acting Traffic Commissioner Thomas F. Sullivan and Chairman Thomas J. Hurley of the Street Commission were called in for reports.

FOR BAN

Committee of Street Parking Control Suggests 90-day Tryout of Bar to All Parking in Financial District

All parking in the financial district would be prohibited under a plan advanced yesterday to the Boston Traffic Commission by the committee of street parking control, recently formed in the district. The committee believes that all parking, except to unload goods or passengers, should be prohibited in an area bounded by State, Washington, Milk, Hawley, Franklin, and Broad streets.

State street on both sides in this area would be included and both sides of Milk, Hawley, Franklin and Broad streets, also. Parking would be prohibited in streets leading into this area, including Federal street from Franklin to Summer; Congress street from Franklin to Atlantic avenue; Pearl street from Franklin to Atlantic avenue; Oliver street from Franklin to Atlantic avenue; Broad street from Franklin to Atlantic avenue; Cambridge street from Scollay square to Cambridge bridge; Portland street from Hanover to Causeway street; Mt. Vernon street from Charles to Bowdoin street except for residents; Pemberton square, Somerset street and Ashburton place.

The committee expresses its belief "that a 90 days' trial in this financial district and on these arteries leading into it would be most helpful and instructive, and could in no way injure the retail stores or their business."

The letter is signed by Alexander Whiteside, counsel for the committee on street parking control. In connection with the parking problem Mr. Whiteside says: "Considerable confusion has arisen as to just what this recently formed committee stands for on the question of street parking. It is a volunteer committee formed for the purpose of stimulating action in obtaining some solution of the very acute parking problem in the financial district. This district, as we see it, is approximately that part of the city bounded on the north by State street (both sides), on the west by Washington street as far as Milk street, then Milk street (both sides) to Hawley street, and Hawley street (both sides) to Franklin street, then Franklin street (both sides) to Broad street, and Broad street (both sides) to State street.

The committee consists of Roland W. Boyden, John R. Chapin, Carl P. Dennett, Jere Downs, William Endicott, H. Wendell Endicott, Henry I. Harriman, Chandler Hovey, Lee Leary, Frank Leveroni, John R. Macomber, Eugene

E. O'Donnell, Andrew J. Peters, James J. Phelan, Arthur L. Race, George A. Rich, Edward C. Stone, Edwin S. Webster, Alexander Whiteside, Theodore T. Whitney, Lothrop Withington and B. Loring Young.

Post 3/24/30

John McCormack to Be Heard Tonight



SONG STAR AND DIRECTOR

John McCormack and Frank Borzage, the latter the director of the movie-ton picture, "Song of My Heart," in which the famous singer is the star. The picture will open at the Majestic tonight.

John McCormack, world famous tenor, will make his New England talking film debut at the Majestic Theatre tonight. He will play the stellar role in the Fox-Movietone, "Song of My Heart," directed by Frank Borzage.

Boston will be the third city in the world to see and hear McCormack's new film vehicle. It has been previously shown in New York and Philadelphia.

During the running of the picture, McCormack sings 11 songs, 10 in English and one in Italian. "Song of My Heart" was made in Ireland and many of the exterior scenes were filmed near

Moore Abbey, County Kildare, in the villages of Lusk and Rush and on the banks of the River Barrow. The story is by Tom Barry.

The cast contains, besides McCormack, Alice Joyce, J. M. Kerrigan, Maureen O'Sullivan, and Tommy Clifford. The latter two were discovered in Ireland by Director Borzage. Also included in the list of players are John Garrick, Farrell Macdonald, Edwin Schneider, Effie Ellsler, Emily Fitzroy, Andre de Segurola and Edward Martindel.

Ex-Governor Fuller and Mayor Curley are among the guests who have been invited.

\$5000 FOR DE VALERA IN BOSTON

Contributions Made to Establish Irish Newspaper

More than \$5000 was raised among a capacity crowd in Symphony Hall last night, when Eamon De Valera made a plea for funds to establish an Irish newspaper to present the Republican viewpoint in Ireland. The gathering, aroused to a high pitch by a fiery address of the Irish leader, cheered wildly and applauded every mention of the Irish republic.

"URGENT NECESSITY"

De Valera reviewed the history of Ireland in the last two decades and sought to prove that the freedom of the Free State is not in fact actual freedom. He gave as a major reason for the establishment of the Free State the manner in which the press of Ireland failed to respond to the aims and purposes of the Irish people, and stated that an Irish newspaper is the principal need of the proponents of the republic.

"The establishment of a national daily newspaper in Ireland," he said, "is an urgent necessity. The existing Irish press has been consistently pro-British and imperialistic in its outlook. In foreign affairs it invariably supports British foreign policy."

"The effect of the papers and magazines is to turn the minds of the Irish people, particularly the boys and girls, away from Irish and toward the adoption of British standards in ideals and conduct. The remedy is to establish a great national daily newspaper in Ireland that will faithfully interpret Irish thought, foster Irish culture and courageously champion the rights of the Irish people."

Says Curley Willing to Aid

The speaker pointed out that the people of Ireland have subscribed \$550,000 toward the \$1,000,000 needed for the establishment of the new paper, and that the remaining money has to be obtained in America. It was announced that Massachusetts has already subscribed \$37,898, in addition to the money raised at the meeting.

James H. Phelan, assessor, represented Mayor Curley at the meeting and explained that a discussion between the Mayor and De Valera on Saturday, which was represented as an open break, was simply a discussion of economic questions. Phelan assured De Valera that the Mayor not only sympathizes with all the policies of the Irish Republican chief, but is willing to assist personally.

POST 3/24/30

BURKE UPHELD BY THE MAYOR

Curley Raps Fads and Fancies of Boston Schools---Approves In- vestigation by Fin. Com.

BY WILTON VAUGH

Opposing the drive to remove Dr. Jeremiah E. Burke from his position as superintendent of schools, Mayor Curley last night laid the wasteful extravagance of the Boston school system to the "fads and fancies" introduced by the National Education Association. He made his statements in a letter to Frank A. Goodwin, chairman of the Finance Commission.

To probe to the bottom of existing conditions in the schools, he offered to supply the Finance Commission with the necessary funds for conducting a thorough investigation of the entire system, and agreed to suspend the proposed \$15,000,000 school building programme pending a report from the investigators.

In a plea for the reappointment of Dr. Burke next month upon the expiration of his present six-year term, the Mayor said:

"I know of no educator more competent to execute the findings of the Finance Commission for the correction of faults in the school system than the present capable superintendent of schools, Dr. Jeremiah E. Burke."

Chairman Goodwin of the Finance Commission was jubilant upon learning that the city government would give him a chance to complete his probe, which had been "hamstrung" by the lack of funds.

"It is the first time that I have ever heard of a Mayor offering to provide money for the Finance Commission," said Chairman Goodwin. "The Finance Commission is in existence for the purpose of protecting the taxpayers of Boston. Without question, if the money is provided for a thorough investigation, this Commission will go through with it."

Amount Uncertain

How much will be required to conduct the investigation will be determined by developments, he said. As soon as the estimate is settled, the Mayor will send the appropriation order to the City Council for approval.

The Mayor will raise \$2,500,000 through taxation this year for school accommo-

dations, and he declared that the additional \$15,000,000 programme would be unnecessary, if the Finance Commission investigation can prove that the space now devoted to the teaching of trades can be utilized for educational purposes, providing classroom seats for the children now housed in portable buildings. Producing a list of schools in which hundreds of thousands of dollars have been spent on machinery and space for special classes, the Mayor contended that vocational training had not only failed to score the educational success predicted for it, "but on the contrary has been detrimental to the boy or girl attending the public school, and costly to the municipality."

The Mayor's Statement

In announcing his personal attitude outlined in a letter to Chairman Goodwin, the Mayor stated in part:

"I am in agreement with you that an investigation is needed, but not alone of the activities in connection with the providing of school accommodations. The most unfortunate feature in connection with the entire question of school accommodations is the endeavor to place the entire responsibility for the shortcomings, both in the educational called failures, both in the educational and in the construction phases of school work, upon one individual. There is no way to justify the attempt to hold the superintendent of schools responsible for conditions over which he has but a limited control, namely, one vote in eight."

"I am desirous that waste and extravagance in the conduct of school activities be prevented, not only in the matter of schoolhouse accommodations, but in the more important matter of curriculum and, under the circumstances, since the Finance Commission proposes an investigation, it is my purpose to serve notice upon the committee of municipal finance of the Massachusetts Legislature that so far as I am concerned as Mayor of Boston, I am opposed, not only to the bill as submitted by me at the request of the school authorities, making provision for additional school accommodation appropriations for the school department, beyond those now authorized by law, until such time as the entire question of expenditures, both for educational purposes and for schoolhouse accommodations, also the entire expenditures, have been investigated by the Finance Commission."

Increase in Appropriation

"In this connection I beg to direct your attention to the fact that the

school appropriations for educational purposes in the years 1920-21 were \$9,858,869.09, and in 1929 were \$17,145,314.07, exclusive of new school buildings, an increase of 74 per cent, or an average annual increase of nearly three quarters of a million dollars.

"It would appear from these figures, and from the criticism with reference to the new methods introduced in education, that an investigation of the educational system is equally as important at this time as an investigation as to the question of additional accommodations for pupils in the schools."

"It is contended by the finance commission, and supported by facts, that space now devoted to the teaching of trades, if utilized for educational purposes, would make unnecessary a major programme such as has been requested by the school authorities."

Putting Blame on One

"The sinister programme to fasten the responsibility for existing conditions upon the superintendent of schools is to be deplored, for the reason that the superintendent is but one, as previously stated, of a tribunal of eight that determine the educational as well as the construction programme for the public schools. The board of apportionment, charged with the responsibility for educational and construction programmes consists of Superintendent Burke and Assistant Superintendents John C. Brodhead, Miss Mary C. Mellyn, Arthur L. Gould, William B. Snow, Michael J. Downey, Patrick T. Campbell and Business Manager Alexander M. Sullivan, all of whom share equal responsibility with Superintendent Burke for errors of judgment in the matter of educational or construction programmes."

"It is just possible that they are not wholly responsible, in fact, that they are victims of a system that predates their present responsibility."

Made Compulsory

"In 1894 the General Court of Massachusetts had enacted legislation which reads as follows: 'After September 1, 1895, in cities of 20,000 or more inhabitants, there shall be maintained as part of its high school system, the teaching of manual training.' And again, in 1898, by action of the General Court, manual training was made compulsory in both elementary and high schools."

"A great impetus was given to the movement of vocational education in Massachusetts in 1905 when Governor Douglas, appointed a Commission on Industrial Education."

"The system of co-operative shops and acquisition of machinery and construction of buildings to provide the same originated in 1912, when Franklin B. Dyer, the then president of the department of superintendence, and, therefore, the chief executive officer of the National Education Association, came from Cincinnati to become superintendent of schools in Boston. At the inception of his administration, Mr. Dyer began the introduction of numerous extravagances with which the school system has ever since been burdened, and among these were the so-called co-operative shops, as listed below:

Shops in Schools

"East Boston High School, for machine, wood-working, sheet-metal and printing shop, \$110,000."

"Old High School building, East Boston, now Junior High, for the same shops as above, \$35,000."

"Donald McKay School, Junior High, East Boston, for machine, wood-working, printing and electric shops, \$25,000."

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"U. S. Grant School, Junior High, East Boston, for wood-working shops, \$2000, and for a printing outfit in the Theodore Lyman School in the same district, \$2500.

"South Boston High School, for sheet-metal shops, \$6000.

"Parkman School, Junior High, South Boston, for machine and wood-working shops, \$12,000.

"Charlestown High School annex, for electric shops, \$7500.

"Hyde Park High School, for extremely large machine shops, sheet-metal, wood-working and printing shops, and now claiming that it is still lacking in machinery, \$32,500.

"Old Hyde Park High School, now the William Rogers, Junior High, for printing, wood-working, sheet-metal and machine shops, \$18,000.

"Memorial High School, Roxbury, for printing equipment alone and now asking for a fourth shop, \$52,000.

"Dorchester High School (for boys) for wood-working shops only, \$20,000.

"Washington School, North End, Junior High, for woodworking, printing and electric shops, \$20,000.

"Michaelangelo School, North End, Junior High, for auto and machine shops, \$2500.

"Brighton High School, for auto and machine shops, \$7500.

"Winship School, Junior High, Brighton, for machine and woodworking shops, \$10,000.

"Eliot School, Jamaica Plain, Junior High, for agricultural and wood-working equipment, \$4000.

"Washington Irving, West Roxbury, Junior High, for two wood-working shops, \$4000.

"Henry L. Pierce School, Junior High, Dorchester, with the Emily Fiffeld School in the same district, for printing, wood-working and machine shops, \$10,000.

"Frank V. Thompson, Junior High, Dorchester, for machine, wood-working, sheet-metal and electric shops, \$18,000.

Will Disclose Forces

"An investigation conducted by the Finance Commission should prove most illuminating, inasmuch as it undoubtedly will disclose the forces responsible for the expensive programmes which have been substituted in education as being more vital to the individual, such as the ability to drive a nail rather than to write one's name so that someone other than the writer might be enabled to read it.

"I am quite certain that you will be found in agreement with me that the substitution of this vocational work in place of the fundamentals of education, sufficient to at least give a grounding to the boy or girl required at an early age to begin life's struggle to read and write, has not proven the educational success predicted for it, but on the contrary has been detrimental to the boy or girl attending the public school, and costly to the municipality.

"I shall be most pleased to recommend such additional funds as the Finance Commission may require for the conduct of an investigation covering all school activities, first, for the interests of the pupils in our public schools; second, to prevent a continuance of the waste of public money in the operation of the schools.

Awaiting Report

"Pending the result of the investigation, and the submission of a report by the Finance Commission, there is no way to justify the appropriation of additional funds other than those already authorized by law for school purposes.

"In the event that the Finance Commission is in agreement that the present educational system is at fault, and that correction is necessary, I know of no educator more competent to execute the findings of the commission than the present capable superintendent of schools, Jeremiah E. Burke."

FOR SCHOOL BUILDINGS

Chairman Lane Believes Commission on School Buildings Would Grant the School Committee Necessary Funds to Build

Commenting on the Mayor's message, Chairman Richard J. Lane of the new Commission on School Buildings, which replaced the old Schoolhouse Commission, which was abolished by referendum vote in the last election, stated:

"Of course I have not seen the Mayor's letter, but I am glad to understand that he has come to the defence of Superintendent Burke, whatever the occasion may be.

"I hope the outcome of all threatened investigations is not going to be to deprive the children of the city of the proper school accommodations. The last threatened investigation of the Finance Commission seems to me to have come at a very inopportune moment, when the legislative committee on municipal finance is considering a very important bill for the construction of school buildings.

"At the hearing before this committee the members seemed impressed with the needs of the schools and I believe will willingly grant the school committee the necessary funds to build school buildings with a reasonable bond issue and without abandoning the 'pay-as-you-go' policy.

"The department of school buildings is most anxious to utilize at once the resources of the department and take advantage of the excellent market which prevails at the present time in which to build more school buildings.

"Dr. Burke has made a wonderful record as superintendent of schools in this city. The upbuilding of the Teachers' College is a monument in itself of which any man might well be proud.

"With the new department of school buildings working hand-in-hand with the board of apportionment of the school committee, and placing at the disposal of the board technical and expert advice, I believe many of the mistakes of the past will be avoided. I think that the trouble in the past has been due to a lack of sufficient co-operation between the school committee and the schoolhouse commission and its various officers."

PROPER HOUSING

Mrs. Pigeon Says Anything Which Would Hold Up Programme Would Be a Pity—Other Members of School Committee Non-Committal

Mrs. Elizabeth West Pigeon of East Boston, only woman member of the School Committee, declared that she was "particularly interested in properly housing the school pupils of Boston. Anything which would tend to hold up that programme, in my mind, would be a pity," she said. "I feel we have a splendid commission of school buildings and a splendid superintendent of construction, who are ready and waiting to give the citizens an honest return on their money."

Chairman Joseph J. Hurley of the School Committee, commenting on the Mayor's communication, stated, "We will take it up tomorrow night at the regular meeting of the School Committee."

School Committeeman William Arthur Reilly of Jamaica Plain, likewise declined to express his personal comment, although it is known that he led

the battle in defence of Dr. Burke at the recent sessions of the School Board. Dr. Joseph V. Lyons and Francis C. Gray offered no comment, leaving the official statement for the full board at tonight's meeting.

Although Dr. Burke himself was apparently pleased that the chief executive of the city had come forward in his favor, he appealed to be relieved of making any comment for himself.

TO CONFER AGAIN ON DEFICIT PROBLEM

Senator Frank W. Osborne of Lynn, chairman of the legislative committee on municipal finance, last night stated that that body will confer again at the State House in probably 10 days or two weeks with Boston school officials relative to the request of the latter that an additional 32 cents on each \$1000 of assessed valuation of property in the city be allowed to forestall an expected deficit for 1930 of \$595,000.

Senator Osborne last night made it clear that this matter is in no way connected with the bill now in the hands of the municipal finance committee to allow the city of Boston permission to spend \$15,000,000 in the next three years for school construction work. The deficit matter, it is emphasized, deals wholly with maintenance and operation. Pending a current investigation into expenditures by the Boston Finance Commission, the legislative committee is withholding its report on the \$15,000,000 matter.

RECORD 3/24/30

Attack on Burke 'Sinister,' Says Curley

Mayor Backs Demand for School Probe

Attacks upon Supt. of Schools Jeremiah E. Burke, as being responsible for costly errors of judgment in schoolhouse construction, are "sinister," Mayor Curley declared in a statement issued yesterday, in which he backed up the finance commission's demand for an investigation.

So thoroughly convinced is he that an investigation is necessary, the mayor declared, that he will oppose the bills for \$15,000,000 schoolhouse construction, which he filed in the Legislature, at the request of school authorities, until the investigation is made.

Not only should this investigation place the responsibility for alleged waste and extravagance in schoolhouse building, but it should decide if the educational system is at fault. For this phase of the investigation none is more competent to execute the findings of the commission than Supt. Burke, in the mayor's opinion.

The mayor's statement was issued in reply to a letter written to him by Chairman Frank A. Goodwin of the finance commission in which the latter stated an investigation is necessary to prevent the taxpayer's money from being further wasted.

"The sinister program to fasten the responsibility for existing conditions upon the superintendent of schools is to be deplored," Curley stated.

He is but one in a tribunal of eight that determines the educational as well as the construction program for public schools."

The tribunal of eight, referred to, is the board of apportionment, but the mayor declares that "it is possible that they are the victims of a system that predates their present responsibility."

SCORE N. E. A. "FADS"

Scoring the "fads and fancies" of the National Education Association, the mayor points out that many thousands of dollars are tied up in machinery and buildings of the cooperative shops. If these buildings were utilized for educational purposes a major construction program, such as has been requested by the school authorities, would be unnecessary.

Franklin B. Dyer, former superintendent of schools and at the time an officer of the National Education Association, is held responsible for the expensive trade school system.

Substitution of vocational work for the fundamentals of education has been harmful to boys and girls attending the public

schools and costly to the city, in the expressed opinion of the mayor.

"The great leaders, through whose mentality, vision and courage the American republic came into being were well grounded in the fundamentals of education, even though they never learned how to destroy materials as part-time students of industrial courses," was one of the mayor's shots at the trade school.

Edison, Ford and Firestone never were privileged to do more than acquire the three R's, says the mayor, "thanks to the fact that educational fads and fancies as created by the National Education Association were unknown."

The mayor expresses his willingness to furnish additional funds for investigation, covering all school activities.

HERALD 3/24/30 CURLEY DENIES VALERA ATTACK

Approves All Irish Chief-tain's Policies, He Says In Message

PLEDGES AID TO NEWSPAPER FUND

Mayor Curley, through his representative, James F. Phelan, assistant city assessor, last night repudiated statements purported to have been made by him Saturday criticising the movements of Eamon de Valera, Irish political leader, as destructive policy, placed his stamp of approval on Valera's project to establish an Irish newspaper and pledged his support in the campaign to raise \$500,000 in this country as half of the sum required for that purpose.

The statement was made by Mr. Phelan before a mass meeting of 2500 men and women of Irish societies in Boston in Symphony hall, prior to Valera's appeal for funds and was met with cheers.

Addressing Valera as "chief," Phelan extended the congratulations of the mayor and expressed the latter's regret at his unpreventable absence.

"Mayor Curley wishes me to express to you, chief," he said, "his full approval of your movements and to tell

you that he believes in all your policies. Furthermore, he asked me to say that the statements assigned him in the press a day or two ago were simply a conversation between two men regarding economic conditions in two countries and that he is as friendly to you as ever.

"The mayor wants you to know, chief, that he is in favor of a republic and freedom for all Ireland and states that he will help you raise the other \$500,000 which you need to make your fund a million."

Mayor Curley Saturday was quoted as having criticised Valera in a meeting between the two men in City Hall, for his attitude in refusing to abandon the "destructive policy which has been particularly evidenced by your opposition to the development of the Shannon river for providing light and heat in Ireland.

De Valera used the incident as an example of the extent of effect of misrepresentation by the press, and applied the lesson to his plea for a free Irish newspaper as a means of unbiased expression of opinion for Irish readers.

"The press has the idea," he said, "that we stand for destructive policies, so they put it into the mouth of the mayor. We have a very definite aim and that is the destruction of British power in Ireland, and we are more interested in that than in any constructive program at present. That can come later.

"Irishmen who are trying to destroy British power in Ireland are really building up. Unfortunately, it is not true to say that Ireland is free. The British have not evacuated Ireland. British troops in six counties, laws made in London by Englishmen, British forts on our coast and warships in our harbors, a constitution dictated by Britain and forced upon us by threats of war.

"In case of war between England and the United States, I have no doubt that Irish railroads would be used for the transportation of British troops and supplies. If the Irish had been offered freedom by Lloyd George, it would not have been necessary to threaten us with war if we refused it."

Valera's project received the enthusiastic support of the gathering through its general chairman, John T. Hughes, and officers of the A. A. R. I. R., which sponsored the meeting. Voluntary donations of more than \$5000 were received during the evening, bringing Massachusetts' contributions to date to more than \$42,000 of its \$75,000 quota.

"We are here unchanged," said Mr. Hughes, "in our position of purpose, vigor and defiance in our stand for the independence of Ireland. We stand squarely behind Mr. Valera in his repudiation of all British domination in Ireland. We belong to no class of compromisers. We hate the British Empire."

CURLEY TO BACK UP SCHOOL WASTE PROBE

Tells "Fin Com" He Will
Recommend Funds

Deplores Attempt to Put Blame for
Conditions on Supt Burke

Mayor Curley in a letter to Frank A. Goodwin, chairman of the Finance Commission, states that he will "be most pleased to recommend such additional funds as the Finance Commission may require for the conduct of an investigation covering all school activities, first for the interests of the pupils in our public schools; second, to prevent a continuance of the waste of public money in the operation of the schools."

The Mayor states that, pending the result of the investigation and the submission of a report by the Finance Commission, "there is no way to justify the appropriation of additional funds other than those already authorized by law for school purposes." He expresses the belief that if it is found that the present educational system is at fault and that correction is necessary, he knows of "no educator more competent to execute the findings of the commission than the present capable superintendent of schools, Jeremiah E. Burke."

The Mayor's letter refers to a communication sent to him by Mr Goodwin last month. Mayor Curley says that in it the Finance Commission chairman directed attention to "costly errors of judgment upon the part of the school authorities," and stated that, if something is not done before proposed funds for the schoolhouse construction program are made available, it will result in the continuance of extravagance and waste, with consequent loss to the citizens.

The funds referred to are those represented in the legislation presented by the mayor to the Legislative Committee on Municipal Finance as recommended to him by the school authorities.

Favors Wider Investigation

The Mayor's letter continues in part as follows:

"In your communication, you further stated that the abolition of the old Schoolhouse Commission did not provide a remedy for that portion of the responsibility which would serve as a safeguard against lack of proper care and study by the Board of Apportionment, based upon examination made by capable investigators before recommendations for school accommodations were provided.

"I am in agreement with you that an investigation is needed, but not alone of the activities in connection with the providing of school accommodations. The most unfortunate feature in connection with the entire question of school accommodations is the endeavor to place the entire responsibility for the shortcomings, the errors and the so-called failures, both in the educational and in the construction phases of school work, upon one individual. There is no way to justify the attempt to hold the Superintendent of Schools responsible for conditions over which he has but a limited con-

trol, namely, one vote in eight.

"I am desirous that waste and extravagance in the conduct of school activities be prevented, not only in the matter of schoolhouse accommodations, but in the more important matter of curriculum and, under the circumstances, since the Finance Commission proposes an investigation, it is my purpose to serve notice upon the Committee of Municipal Finance of the Massachusetts Legislature that, so far as I am concerned, as Mayor of Boston, I am opposed, not only to the bill as submitted by me at the request of the school authorities, making provision for additional school accommodation appropriations for the school department, beyond those now authorized by law, until such time as the entire question of expenditures, both for educational purposes and for schoolhouse accommodations, also the entire expenditures, have been investigated by the Finance Commission.

Great Increase in Cost

"In this connection I beg to direct your attention to the fact that the school appropriations for educational purposes in the years 1920-21 were \$9,858,869.09, and in 1929 were \$17,145,314.07, exclusive of new school buildings, an increase of 74 percent, or an average annual increase of nearly three-quarters of a million dollars.

"It would appear from these figures and from the criticism with reference to the new methods introduced in education that an investigation of the educational system is equally as important at this time as an investigation as to the question of additional accommodations for pupils in the schools.

"It is contended by the Finance Commission, and supported by facts, that space now devoted to the teaching of trades, if utilized for educational purposes, would make unnecessary a major program such as has been requested by the school authorities.

"The sinister program to fasten the responsibility for existing conditions upon the Superintendent of Schools is to be deplored, for the reason that the Superintendent is but one, as previously stated, of a tribunal of eight, that determine the educational as well as the construction program for the public schools.

"The Board of Apportionment charged with the responsibility for educational and construction programs, consists of the following: Jeremiah E. Burke, superintendent; Mary C. Mellyn, John C. Brodhead, Arthur L. Gould, William B. Snow, Michael J. Downey, Patrick T. Campbell, assistant superintendents, and Business Manager Alexander M. Sullivan, all of whom share equal responsibility with Supt Burke for errors of judgment in the matter of educational or construction programs.

May Be "Victims of System"

"It is just possible that they are not wholly responsible, in fact, that they are victims of a system that predates their present responsibility.

"In 1894, the General Court of Massachusetts had enacted legislation which reads as follows: 'After Sept 1, 1895, in cities of 20,000 or more inhabitants, there shall be maintained as part of its high school system, the teaching of manual training.' And again, in 1898, by action of the General Court manual training was made compulsory in both elementary and high schools.

"A great impetus was given to the movement of vocational education in Massachusetts in 1905 when Gov Douglas appointed a Commission on Industrial Education. The commission in its report placed the responsibility upon school officials for making more

adequate provision for this kind of training.

"Among the conclusions of the commission were the following: 'In the long run, that industry, wherever in the world it is located, which combines with general intelligence the broadest technical knowledge and the highest technical skill, will command the markets of the world.

"The industries of Massachusetts need, in addition to the general intelligence furnished by the public school system and the skill gained in the narrow fields of subdivided labor, a broader training in the principles of the trades and a finer culture in taste as applied to material, workmanship and design."

"An outstanding conclusion was the following: 'Whatever may be the cost of such training, the failure to furnish it would in the end be more costly.'

"Pursuant to the Douglas commission's report there were two important bits of legislation; one, the authorization of towns and cities to provide industrial schools, and the second that wherever such schools are established by the cities and towns they shall be reimbursed by the State for one-half the expense of maintenance.

Cites Dyer's "Extravagances"

The system of cooperative shops and acquisition of machinery and construction of buildings to provide the same originated in 1912, when Franklin B. Dyer, the then president of the department of superintendents, and, therefore, the chief executive officer of the National Education Association, came from Cincinnati to become superintendent of schools in Boston. At the inception of his administration, Mr Dyer began the introduction of numerous extravagances with which the school system has ever since been burdened, and among these were the so-called cooperative shops, as listed below:

East Boston High School, for machine, woodworking, sheet-metal and printing shops, \$110,000.

Old High School Building, East Boston, now Junior High, for the same shops as above, \$35,000.

Donald McKay School, Junior High, East Boston, for machine, woodworking, printing and electric shops, \$25,000.

U. S. Grant School, Junior High, East Boston, for woodworking shops, \$20,000, and for a printing outfit in the Theodore Lyman School in the same district, \$25,000.

South Boston High School, for sheet-metal shops, \$6,000.

Parkman School, Junior High, South Boston, for machine and woodworking shops, \$12,000.

Charlestown High School Annex, for electric shops, \$7,500.

Hyde Park High School, for extremely large machine shops, sheet-metal, woodworking and printing shops, and now claiming that it is still lacking in machinery, \$82,500.

Old Hyde Park High School now the William Rogers Junior High, for printing, woodworking, sheet-metal and machine shops, \$18,000.

Memorial High School, Roxbury, for printing equipment alone and now asking for a fourth shop, \$52,000.

Dorchester High School (for boys), for woodworking shops only, \$20,000.

Washington School, North End, Junior High, for woodworking, printing and electric shops, \$20,000.

Michaelangelo School, North End, Junior High, for automobile and machine shops, \$25,000.

Brighton High School, for automobile and machine shops, \$7,500.

Winslow School, Junior High, Brighton, for machine and woodworking shops, \$10,000.

Eliot School, Jamaica Plain, Junior High, for agricultural and woodworking equipment, \$4,000.

Washington Irving, West Roxbury, Junior High, for two woodworking shops, \$4,000.

Henry L. Pierce School, Junior High, Dorchester, with the Emily Field School in the same district, for printing, woodworking and machine shops, \$10,000.

Frank V. Thompson, Junior High, Dorchester, for machine, woodworking, sheet-metal and electric shops, \$18,000.

To Place Responsibility

"An investigation conducted by the Finance Commission should prove most illuminating, inasmuch as it undoubtedly will disclose the factors

Cont'd

sponsible for the expensive programs which have been substituted in education as being more vital to the individual, such as the ability to drive a nail rather than to write one's name so that some one other than the writer might be enabled to read it.

"The Fifth Yearbook of the Department of Superintendence of the National Education Association, published in 1927 and prepared by distinguished educators throughout the country, expresses the opinion with reference to intermediate or junior high schools that the first objective of such schools is meeting individual differences of pupils, enabling pupils to follow the line of their interest and ability. The second most important objective is prevocational training and exploration resulting in wise choice of later school courses or life work. The report assumes as a matter of course that all junior high schools will have shop work as well as courses preparing for college and for commercial pursuits.

"I am quite certain that you will be found in agreement with me that the substitution of this vocational work in place of the fundamentals of education, sufficient to at least give a grounding to the boy or girl required at an early age to begin life's struggle to read and write has not proven the educational success predicted for it, but on the contrary has been detrimental to the boy or girl attending the public school, and costly to the municipality.

"The great leaders, through whose mentality, vision and courage the American Republic came into being were well grounded in the fundamentals of education, even though they never learned how to destroy materials as part-time students of industrial courses. The present-day industrial leaders, Edison, Ford, Firestone, outstanding figures in the world, despite the fact that they reached the highest pinnacle in their particular lines of industrial endeavor, were never privileged in their school years to do more than acquire the fundamentals, commonly termed the three R's, thanks to the fact that educational 'fads and fancies,' as created by the National Education Association, were unknown."

GLOBE 3/24/30

CURLEY SUPPORTS DE VALERA'S PLANS

Sends Phelan to Meeting to State Position

Friendly as Ever, He Says—More Than \$5000 Raised for Paper

Mayor Curley, who was quoted Saturday as having criticized Eamon de Valera, Irish Republican leader, for his destructive policies in Ireland, was placed on record last night as being wholeheartedly in favor of the Irish Republic and freedom for all Ireland at a mass meeting at Symphony Hall attended by more than 2500 enthusiastic men and women.

Mayor Curley was represented at the meeting by James H. Phelan, second assistant assessor of the city of Boston, who said that the chief executive would have been present himself to clear up the misunderstanding had it not been for his wife's illness and his own ill health.

Mr Phelan turned to Mr De Valera on the platform and said that Mayor Curley had requested him to extend his congratulations on all his movements and express his belief in all his policies. He added that the Mayor had said he was just as friendly today with De Valera as he ever was before.

The mass meeting was held primarily to assist in raising funds for establishment of an Irish daily newspaper and in excess of \$5000 was obtained to be added to the \$37,898 previously raised toward Massachusetts' quota of \$75,000. A million dollars is being raised for the project, one-half of that sum already being subscribed in Ireland, and the other half is being raised here.

Enthusiasm for De Valera

There was tremendous enthusiasm at the meeting, and De Valera was given a wild greeting when he entered the hall and when he later arose to speak. Small American and Irish flags were waved by the standing crowd and pledges were made to carry on the fight for a free Ireland.

The speech of Mr Phelan to clear up the misunderstanding with Mayor Curley proved the highlight of the meeting.

He said that Mayor Curley wanted it understood that the conversation reported was between two men discussing economic situations in Ireland and in this country, and it was unfortunate that a misunderstanding had followed. He further added that the Mayor was behind De Valera's campaign to raise funds for an Irish daily paper and would render what aid he could.

De Valera made several references to the publicity given his meeting with Mayor Curley Saturday. He said that the stories published indicated that confusion can be created. He said that he was glad a correction had been made by Mr Phelan, but even a correction cannot overtake a falsehood. He told the gathering that not only did the misrepresentation appear in Boston papers, but was carried to

New York papers, and even in Irish papers today.

Although only a small matter here, he declared that it becomes very grievous when the aspirations, needs and plans of a people are being represented. He also charged that some newspapers regard him and his followers as agitators and therefore term his policies destructive.

Aims to Destroy British Power

"We have one very destructive aim, however," he shouted, "and that is to destroy British power in Ireland. I would rather have that credit than any constructive enterprise I know of, and then with that foundation we can be constructive and build. Now they are building on sand. Irishmen who are trying to destroy that British power are in reality building up the Irish Nation."

De Valera said the establishment of a national daily newspaper in Ireland is an urgent necessity. He charged that the existing Irish daily press has been "consistently pro-British and imperialistic in its outlook." He also said that the Irish press had been uniformly opposed to the efforts that were made for Irish independence during the years 1916-1921 and it opposed the State and the Government set up by the people and the Republican army that was defending the State.

The new daily, he said, will "faithfully interpret Irish thought, foster Irish culture and courageously champion the rights of the Irish people."

He said that in the matter of economics the paper will advocate the policy of rebuilding Irish industries so that the Irish people may themselves produce as far as possible what they require for their needs.

United Support Pledged

John T. Hughes, who was introduced as permanent chairman of the meeting by Dr Joseph P. Tynan, speaking for the gathering told Mr de Valera that they were unchanged in their sentiments in aid of the same cause.

"We are holding the same position," he said, "with undivided enthusiasm and with the same purpose and the same defiance, asserting that we stand for the independence of Ireland." He added that they stood for no compromise, and want no talk of conciliation, because "we hate the British Empire."

He pledged their united support to the principles advocated by deValera, and promised that the money sought for the Irish paper would soon be raised.

Contributions were freely made at the meeting and many \$100 checks and small amounts were received. Many pledged the dividends on the Irish Republic bonds, which are soon due, and the total received was well above \$5000. Other promises will almost double this amount, it was said, and plans will be continued to go beyond the Bay State quota of \$75,000.

The meeting was held under auspices of the State Council, A. A. R. I. R. Seated on the platform with Mr de Valera were Rev Roland D. Sawyer, member of the House of Representatives from Ware; Representative Joseph Finnegan of Dorchester; Mgr Fagan of Holyoke, and prominent Irish leaders of the State.

HERALD 3/24/30

MAYOR DEMANDS 'FADS' BE TAKEN OUT OF SCHOOLS

URGES GOODWIN TO INVESTIGATE PUPILS' STUDIES

Defends Dr. Burke—Says
Apportionment Board Is
Responsible

TRADE COURSES 'WASTE OF TIME'

School Building Chairman
Deplores Holding up of
Funds by Probe

Mayor Curley, in an open letter sent to Frank A. Goodwin, chairman of the finance commission, yesterday virtually called for a complete overhauling of the Boston school curricula with a view to returning to the three R's, and severely criticized the "fads and fancies created by the National Education Association." It is the first time in years that a mayor has stepped so boldly across the invisible line supposed to separate City Hall and the school committee.

Although it was known that the mayor and Chairman Goodwin agreed on the investigation of schoolhouse costs, this was the first intimation that the finance commission will make a sweeping investigation that will include curricula, and the letter placed Mayor Curley in the position of a critic of school costs and courses and of the school committee, responsible for the latter.

Vigorously defending the record of his personal friend, Jeremiah E. Burke, superintendent of schools, Mayor Curley unleashed a slashing attack on the enemies of the superintendent within taxpayers, and the school committee. In no uncertain terms the mayor endorsed Dr. Burke and condemned "the sinister program"

Answers Curley



RICHARD J. LANE

to hasten responsibility for rising school costs entirely on the superintendent.

ALL RESPONSIBLE

In what was termed a direct slap at the school committee, which promised to put into effect all recommendations of the finance commission after the investigation, Mayor Curley asserted that the ideal man for this work is Supt. Burke. In his defence of the superintendent he pointed out that the members of the board of apportionment, headed by Dr. Burke, "all share equal responsibility" with the chairman, whose vote "is only one in eight."

Urging Chairman Goodwin to sift the matter of school expenses thoroughly, the chief executive promised that additional funds needed for the investigation will be forthcoming, "to prevent a continuance of waste of public money in the operation of our schools." Chairman Goodwin said last night that his commission is trying to protect the school committee within taxpayers, and "I have no doubt our commission will do whatever it can within the limits of its appropriation."

A feature of the mayor's letter, sent in answer to one written by Mr. Goodwin Feb. 28, asking for an investigation of school expenditure, is the reversal of the mayor on the plan of the school committee to spend \$15,000,000 in a three-year building program. This had received his approval, and he advocated it before the legislative committee on municipal finance, which is considering the school committee's bill.

SURPRISED BY ATTACK

Members of the school committee were surprised by the vigor of Mayor Curley's language. The matter will be taken up officially by the school committee at a meeting this afternoon, it was promised by Chairman Joseph J. Hurley. None of the members cared to comment for publication last night. A thinly veiled attack on Mayor Curley and Chairman Goodwin was seen in the statement given last night by Richard J. Lane, chairman of the newly created board of commissioners of school buildings. He said:

I hope that the outcome of these investigations will not be to deprive Boston children of proper school accommodations. The threatened investigation of the finance commission comes at a most inopportune time. The department of school buildings desires to utilize the resources of the department, instead of standing still and doing nothing. We would like to take advantage of the market and do some building.

PRAISES DR. BURKE

In regard to Mayor Curley's defence of Supt. Burke, I don't think Dr. Burke needs any defence. His administration has been of high order. Our new board is co-operating with the school committee in remedying the mistakes made in the past, possibly because of lack of co-operation between the school committee and the old schoolhouse.

In his letter Mayor Curley said: "I am desirous that waste and extravagance . . . be prevented . . . and that, so far as I am concerned, I am opposed to the bill submitted by me at the request of the school authorities until such time as the question of school expenditures be investigated by the finance commission." "Such an investigation, he believes, should prove illuminating inasmuch as it undoubtedly will disclose the forces responsible for the expensive programs which have been substituted in education as being more vital to the individual, such as the ability to drive a nail rather than to write one's name so that some one other than the writer can read it."

Observers saw in the letter criticism of the stand taken by Francis E. Slaty, former chairman of the defunct schoolhouse commission, who charged recently that Supt. Burke was responsible for the waste of \$640,000 of school funds.

later denied that he was taking part in any campaign to oust Dr. Burke, whose reappointment for a six-year term will come before the school committee in April.

Mayor Curley was thought to have been influenced to write the letter by the statement made before the legislative committee on municipal finance that Boston schools face a deficit of \$595,000 for operations this year; and the apparent necessity for increasing the school tax limit if the system is to grow and teachers pay raises granted next year.

MAYOR HITS BOARD

Naming the members of the board of apportionment, Mayor Curley charges that they are the tribunal that determines the educational, as well as the construction program of the schools. He advocated, not only investigation of schoolhouse appropriations and expenditures, "but in the more important matter of curricula." Members of the board did not care to comment upon this phase of the matter last night.

It is just possible, the mayor stated, that the board members are victims of a system which predate their connection with the schools. He then launched into a bitter arraignment of the manual training classes established by the school committee following the report of the Douglas commission in 1905, which were established by Frederic Dyer as superintendent of schools, a former chief officer of the National Education Association which sponsors such courses.

His letter follows in part:

It is contended by the finance commission, and supported by facts, that space now devoted to the teaching of trades, if utilized for educational purposes, would make unnecessary a major program such as has been requested by the school authorities.

The sinister program to fasten the responsibility for existing conditions on the superintendent of schools is to be deplored, for the reason that the superintendent is but one of a tribunal of eight that determine the educational as well as the construction program for the public schools. Members of the board of apportionment share equal responsibility with Supt. Burke for errors of judgment in the matter of education or construction programs.

It is just possible that they are not wholly responsible; in fact, that they are victims of a system that predates their present responsibility.

Pursuant of the Douglas commission's report in 1905 there were two important bits of legislation; one, the authorization of towns and cities to provide industrial schools, and the second that wherever such schools are established by the cities and towns they shall be reimbursed by the state for one-half the expense of maintenance.

The system of co-operative shops and acquisition of machinery and construction of buildings to provide the same originated in 1912, when Franklin B. Dyer, the then president of the department of superintendence, and, therefore, the chief executive officer of the National Education Association, came from

Cincinnati to become superintendent of schools in Boston. At the inception of his administration, Mr. Dyer began the introduction of numerous extravagances with which the school system has ever since been burdened, and among these were the so-called co-operative shops.

An investigation conducted by the finance commission should prove most illuminating, inasmuch as it undoubtedly will disclose the

forces responsible for the expensive programs which have been substituted in education as being more vital to the individual, such as the ability to drive a nail rather than to write one's name so that some one other than the writer might be enabled to read it.

I am in agreement with you that an investigation is needed, but not alone of the activities in connection with the providing of school accommodations. The most unfortunate feature in connection with the entire question of school accommodations to endeavor to place the entire responsibility for the shortcomings, the errors and the so-called failures, both in the educational and in the construction phases of school work, upon one individual. There is no way to justify the attempt to hold the superintendent of schools responsible for conditions over which he has but a limited control, namely, one vote in eight.

I am desirous that waste and extravagance in the conduct of school activities be prevented, not only in the matter of schoolhouse accommodations, but in the more important matter of curricula and, under the circumstances, since the finance commission proposes an investigation, it is my purpose to serve notice upon the committee of municipal finance of the Massachusetts Legislature that so far as I am concerned, as mayor of Boston, I am opposed, not only to the bill as submitted by me at the request of the school authorities, making provision for additional school accommodation appropriations for the school department, beyond those now authorized by law, until such time as the entire question of expenditures, both for educational purposes and for schoolhouse accommodations, also the entire expenditures, have been investigated by the finance commission.

In this connection I beg to direct your attention to the fact that the school appropriations for educational purposes in the years 1920-21 were \$9,858,869.09 and in 1929 were \$17,145,314.07, exclusive of new school buildings, an increase of 74 per cent., or an average annual increase of nearly three-quarters of a million dollars.

It would appear from these figures and from the criticism with reference to the new methods introduced in education that an investigation of the educational system is equally as important at this time as an investigation as to the question of additional accommodations for pupils in the schools.

I am quite certain that you will be found in agreement with me that the substitution of this work in place of the fundamentals of education, sufficient to at least give a grounding to the boy or girl requiring at an early age to begin life's struggle to read and write has not proven the educational success predicted for it, but on the contrary has been detrimental to the boy or girl attending the public school, and costly to the municipality.

The great leaders, through whose mentality, vision and courage the American republic came into being were well grounded in the fundamentals of education, even though they never learned how to destroy

material as part-time students of industrial courses. The present day industrial leaders—Edison, Ford, Firestone—were never privileged in their school years to do more than acquire the fundamentals, commonly terms the three R's, thanks to the fact that educational "fads and fancies," as created by the National Education Association, were unknown.

I shall be most pleased to recommend such additional funds as the finance commission may require for the conduct of an investigation covering all school activities, first, for the interests of the pupils in our public schools; second, to prevent a continuance of the waste of public money in the operation of the schools.

Pending the result of the investigation and the submission of a report by the finance commission there is no way to justify the appropriation of additional funds other than those already authorized by law for school purpose.

In the event that the finance commission is in agreement that the present educational system is at fault, and that correction is necessary, I know of no educator more competent to execute the findings of the commission than the present capable superintendent of schools, Jeremiah E. Burke.

CHARGES EXTRAVAGANCES

Against Mr. Dwyer, the mayor, in the criticism he made regarding "fads and fancies," charged "numerous extravagances" with which the school system has ever since been burdened, and among these were the so-called co-operative shops, as listed below:

"East Boston High School, for machine, wood-working, sheet-metal and printing shop, \$110,000.

"Old High School building, East Boston, now Junior High, for the same shops as above, \$35,000.

"Donald McKay School, Junior High, East Boston, for machine, wood-working, printing and electric shops, \$25,000.

"U. S. Grant School, Junior High, East Boston, for wood-working shops, \$20,000 and for a printing outfit in the Theodore Lyman School in the same district, \$2500.

"South Boston High School, for sheet metal shops, \$6000.

"Parkman School, Junior High, South Boston, for machine and wood-working shops, \$12,000.

"Charlestown High school annex, for electric shops, \$7500.

"Hyde Park High school, for extremely large machine shops, sheet-metal, wood working shops, and now claiming that it is still lacking in machinery, \$82,500.

"Id Hyde Park High school, now the William Rogers, Junior high, for printing, wood working, sheet-metal and machine shops, \$18,000.

"Memorial High school, Roxbury, for printing equipment alone and now asking for a fourth shop, \$52,00.

"Dorchester High school (for boys) for wood-working shops only, \$20,000.

"Washington school, North End, junior high, for wood-working, printing and electric shops, \$20,000.

"Michaelangelo school, North End, junior high, for auto and machine shops, \$2500.

"Brighton high school, for auto and machine shops, \$7500.

"Winship school, junior high, Brighton, for machine and woodworking shops, \$10,000.

"Eliot school, Jamaica Plain, junior high, for agricultural and woodworking equipment, \$4000.

"Washington Irving, West Roxbury, junior high, for two woodworking shops, \$4000.

"Henry L. Pierce school, junior high, Dorchester, with the Emily Field school in the same district, for printing, woodworking and machine shops, \$10,000.

"Frank V. Thompson, junior high, Dorchester, for machine, woodworking, sheet metal and electric shops, \$18,000.

GLOBE 3/24/30

MAYOR HOLDS UP SCHOOL BILLS

No Approval Unless They
Were for Emergencies

Bills amounting to approximately \$70,000 in excess of the available schoolhouse appropriation will not be approved, said Mayor Curley today, unless it is certified on the bills submitted for payment that these expenditures were in fact of an emergency nature, as prescribed by the city charter.

Mayor Curley yesterday wrote Chairman Frank Goodwin of the Finance Commission that he had read the Finance Commission communication to Louis K. Rourke, superintendent of construction of the School Buildings Department, regarding the \$70,000 in liabilities.

The Mayor informed Mr Goodwin that he had asked for advice from the corporation counsel, and had advised the city auditor not make any payments until the corporation counsel had given his opinion.

"As I understand the law," wrote Mayor Curley to Mr Goodwin, "any expenditures beyond the appropriation must be in the nature of emergencies as prescribed by our city charter. Whether these liabilities are emergencies is a question of fact, which must be determined by the superintendent of construction before submission to the city auditor for payment.

"If the superintendent of construction determines that these liabilities are emergency expenditures he must so designate in writing on the bills in question to the city auditor. Clearly, the determination of this matter is one that rests with the superintendent of construction, and it is immaterial what decision arrived at in deciding whether these liabilities were of an emergency nature or otherwise.

"It may be that the former schoolhouse commissioners, finding that they had exceeded their appropriations, stamped these bills as emergencies, when, as a matter of fact, they may not have been.

"In any event, I shall not approve for payment any of these bills unless it is certified on the bills submitted for payment that these expenditures were in fact of an emergency nature, as prescribed by the city charter.

"Such part of these liabilities as may be determined not to be emergencies cannot, and will not, be paid by the city of Boston unless legislation is obtained authorizing their payment."

MAYOR GIVES APPROVAL TO SEVERAL CONTRACTS

Mayor Curley today approved the following contracts:

- Independent Coal Tar Company, 300 tons of coal tar patching, \$8400.
- Standard Oil Company, 125 tons asphaltic cement at \$2.10 a ton.
- Central Foundry Company, New Jersey, 300,000 pounds of casting for Water Department at 2 1/4 cents pound.

American Bitumuls Company, Everett, 400 tons of emulsified asphalt for cold patching, \$14,000 (\$6 a ton less than a year ago).

Richard T. Green Company, for repairs on ferry boat Lieut Flaherty, \$7200.

The Mayor will send to the Council an order calling for the sale of the old ferry boat General Sumner at an upset price of \$700. A previous upset price of \$2500 did not bring a bid.

Mayor Curley was interested in the sale of the Mayflower, the executive yacht, which, if the price and size were right, would have been used for a Deer Island boat. The Mayflower is out, fancy fittings and all, so far as the prisoners are concerned, because it draws too much water.

Contracts for surface drainage amounting to \$51,000 were approved as follows: Schirmer road, \$2000; Church st, \$9000; Old Colony Parkway, \$35,000; Weld st, \$5000.

An echo of the March 17 parade was the announcement of the following prize winners: St Margaret's Ushers' Club, first, \$50; Thornton Flower Shop, \$30, second; N. E. T. & T. Company and H. P. Hood & Sons, \$20 each.

CENTER ST CALLED "GASOLINE ALLEY"

Street Commission Hears
Petition for Station

Center st, West Roxbury, was termed "Gasoline Alley" at a hearing today before the Street Commission on a petition for the erection of a gasoline station, with storage of 3000 gallons, at Lagrange and Center sts.

Property values on the street, it was said, depend upon the ability of owners to produce permits to store gasoline.

Frank Stahler, garage proprietor, objected to the petition and told the commission of inflated real estate values if gasoline storage permits go with the properties.

\$12,700 SAVED ANNUALLY BY LIGHTING CONTRACT

The City Hall Annex, according to Mayor Curley, will be lighted by the Edison Company, as a result of a new contract which he says will save the city \$12,700 annually, as well as an expense of \$35,000 which would have been necessary in the boiler line.

AMERICAN 3/24/30 LEGALITY IS QUESTIONED BY MAYOR

Asks Counsel for a Ruling on
\$73,000 Deficit Left by
Defunct Board

None of the unpaid bills constituting the \$73,000 deficit left by the defunct Schoolhouse Commission will be approved for payment by the Mayor until he is advised by the city law department that they may be legally paid.

This was the announcement made by Mayor Curley today in a letter to Frank A. Goodwin, chairman of the Boston Finance Commission, who last week notified the present Commission on School Buildings that payment in his opinion was illegal, although the approval of the School Committee had been given.

"It may be that the former schoolhouse commissioners, finding they had exceeded their appropriations, stamped these bills as emergencies when as a matter of fact, they may not have been," wrote the Mayor to Goodwin.

"I have read the communication of the Finance Commission to Louis K. Rourke, superintendent of construction of the School Buildings Department, concerning the liabilities incurred last year by the former commission, totaling approximately \$70,000 in excess of the available appropriation for this purpose.

"As a result, I have this day requested the corporation counsel to advise me as to the legality of such payments. I have further advised the city auditor to refrain from paying any of these liabilities until such time as the corporation counsel advises me that these bills may be legally paid.

"As I understand the law, any expenditures beyond the appropriation must be in the nature of emergencies as prescribed by our city charter. Such part of these liabilities as may be determined not to be emergencies cannot, and will not, be paid by the City of Boston unless legislation is obtained authorizing their payment."

Boston Starts New Fight for Differentials

**Joins State of New Jersey in
Petitions Against New York
Central Railroad**

Asks Investigation

**Will Proceed Later, in Third
Move, to Break Away from
New York Rates**

By Bernard Peterson

Boston's next fight for differential railroad rates, having relation to the rates on grain charged from Chicago to New York, Philadelphia and Baltimore, will be along three distinct lines. The first two are indicated in petitions which the corporation counsel of Boston, Samuel Silverman, filed a few days ago before the Interstate Commerce Commission, in behalf of the Boston Port Authority. The third will come a little later. In these proceedings the city of Boston is entering a field in which it has been defeated in the past, but in the new attack it has some new advantages. To Mr. Silverman it is now a familiar subject, as he had much to do with it some years ago when hearings were given in Boston and in Philadelphia. At that time he was as assistant in the Boston Law Department. Today he is the head of that department. Engaged to assist him in the new cases is Johnston B. Campbell, former member of the Interstate Commerce Commission. Mr. Campbell has always seen the justice of Boston's claims and has dissented from the majority when the commission has decided this port.

As a first move the city of Boston has joined with the State of New Jersey and the New Jersey traffic advisory committee in their petitions against the New York Central Railroad, brought before the Interstate Commerce Commission. The New Jersey authorities are seeking differential rates under the rates to New York, on the ground that the terminal charges and costs at the Jersey ports are less than the corresponding charges in New York city. Mr. Silverman says that Boston is in exactly the same position as New Jersey in that respect, the terminal charges at Boston being less than at New York. Consequently Boston will help New Jersey to establish its case before the Interstate Commerce Commission, on the presumption that if New Jersey wins it would pave the way for Boston to win similar concessions. If the Interstate Commission becomes convinced that New Jersey is entitled to lower rates than New York it probably would have to apply the same principle to the Boston situation. The petition of the Boston Port Authority to intervene in that case was filed at Washington last Tuesday. This petition says:

"That the Boston Port Authority of the city of Boston and community of New England are in direct competition with

New Jersey, New York, Pennsylvania and Maryland, including the cities of New York, Philadelphia, Baltimore and the New Jersey port cities, and the charge for transportation of goods to and from the various competing localities is an important factor in the development, growth and prosperity of New England and Boston, and in particular affects the growth and prosperity of Boston as a port.

"That the Boston Port Authority is organized, among other things, for the purpose of promoting and maintaining Boston as a port of import and export, and is particularly interested in the freight rates to and from said port of Boston, domestic, export and import, and the relationship of freight rates to and from Boston with the rates to and from other Atlantic ports and in particular with the rates to and from the ports of New York and to and from the ports of New Jersey and to and from the ports of Philadelphia in the State of Pennsylvania and to and from the city of Baltimore in the State of Maryland, and the relationship of rates to and from all of said ports with the rates to and from Boston, from and to the territory set out in the plaintiff's complaint. Paragraph C presents an issue in the transportation of property between all points in New Jersey on the one hand and all points in New England States on the other hand, bringing directly in issue the rates to and from New England and particularly the city and port of Boston.

"That your petitioner is particularly interested in paragraph 7 of said complaint where in the plaintiff presents in issue the rates, charges and free lighters of New York harbor on the one hand and the rates and charges to and from New Jersey on the other hand and to and from all points between the United States and the Dominion of Canada."

Reopen Entire Issue

The second move on the part of Boston was to ask the Interstate Commerce Commission to reopen the entire rate differential issue. A formal petition for such a review has already been filed. It asks the commission to reopen the case on its own initiative, which would make its investigation much broader than if it were to be based upon some specific complaint, and would admit into the case all the evidence that has gone into the records of previous investigations.

If the case is reopened, and, perhaps, even if the commission should decline to enter upon such a broad inquiry, the city of Boston will submit its third petition, which will be for a differential rate under the New York rate. That is a new issue. In previous proceedings Boston has gone along with New York, or New York has gone along with Boston, for they have had the same port rates on grain from the Central Freight Association territory. By having allowed Boston to enjoy the same rate as New York, when the distance to Boston is greater than to New York, the commission has ignored to some extent the argument of distance as a rate basis in this particular situation, and the Boston Port Authority will now ask the commission to recognize another factor which affects the total cost of freight movement, although it is not visible in the rate schedule. The fact is that, while Boston has the same rate as New York, there are terminal charges both at New York and at Boston, and those charges are absorbed in the through rates to New York; but they are added to the through rates to Boston, which makes the cost to Boston actually higher than the cost to New York. Now the commission will be asked to recognize this difference and give Boston a rail rate lower than that published for New

York.

All these cases are laying line for a long and sharp battle which will begin some time in May, possibly with public hearings at the Atlantic ports and in Washington.

Will Confer Again on School Deficit Problem

The Legislative Committee on Municipal Finance plans to confer within ten days or two weeks with Boston school officials with relation to the request of the latter that an additional 32 cents on each \$1000 of assessed valuation of property in the city be allowed, to forestall an expected deficit of \$595,000 for the year 1930.

Senator Frank W. Osborne, chairman of the committee, stated last night that the deficit matter is in no way connected with the bill now before the committee to allow the city of Boston permission to spend \$15,000,000 in the next three years for school construction work. The committee is withholding its report on the \$15,000,000 measure, pending an investigation by the Boston Finance Commission into schoolhouse expenditures.

TRAVELER 3/24/30

SCHOOL BILLS HIT BY CURLEY

**Declares He Will Approve
Only Those Falling in
Emergency Class**

Mayor Curley today informed Superintendent of Schoolhouse Construction Louis K. Rourke that he will not approve for payment any of the bills incurred by the old schoolhouse commission, in excess of available appropriations. "Unless it is certified on the bills submitted for payment that these expenditures were in fact of an emergency nature as prescribed by the city charter."

The mayor has asked Corporation Counsel Silverman to rule on the legality of payments, made from funds set aside by the school committee two weeks ago, after being told that the bills for repairs and alterations to school buildings, which aggregate \$74,000 in excess of appropriations, were contracted for in an emergency.

City Auditor Carven was instructed to withhold payment of these bills until the corporation counsel acts.

"If the superintendent of construction determines that these liabilities are emergency expenditures, he must so designate in writing on the bills in question to the city auditor" was the information given Supt. Rourke by the mayor, who went on: "Clearly, the determination of this matter is one that rests with the superintendent of construction and it is immaterial what decision the former schoolhouse commissioners arrived at in deciding whether these liabilities were of an emergency nature or otherwise."

In taking a slap at the old commissioners, the mayor said: "It may be that the former schoolhouse commissioners, finding that they had exceeded their appropriations, stamped these bills as emergencies when, as a matter of fact, they may not have been."

Curley to Provide for School Inquiry

**Criticizes Fads and Fancies
and Has Praise for
Supt. Burke**

In a letter to Frank A. Goodwin, chairman of the Finance Commission, Mayor Curley lays the wasteful extravagance of the Boston school system to the "fads and fancies" introduced by the National Education Association, praises Superintendent Jeremiah E. Burke, and offers to provide money from city funds for a thorough investigation of the school system and to suspend the proposed \$15,000,000 school building program pending a report from the Finance Commission.

"I know of no educator more competent to execute the findings of the Finance Commission for the correction of faults in the school system than the present capable superintendent of schools, Dr. Jeremiah E. Burke," the mayor said.

"I am in agreement with you that an investigation is needed, but not alone of the activities in connection with the providing of school accommodations. The most unfortunate feature in connection with the entire question of school accommodations is the endeavor to place the entire responsibility for the shortcomings, the errors and the so-called failures, both in the educational and in the construction phases of school work, upon one individual. There is no way to justify the attempt to hold the superintendent of schools responsible for conditions over which he has had but a limited control, namely, one vote in eight.

"I am desirous that waste and extravagance in the conduct of school activities be prevented, not only in the matter of schoolhouse accommodations, but in the more important matter of curriculum and, under the circumstances, since the Finance Commission proposes an investigation, it is my purpose to serve notice upon the Committee of Municipal Finance of the Massachusetts Legislature that so far as I am concerned as mayor of Boston, I am opposed, not only to the bill as submitted by me at the request of the school authorities, making provision for additional school accommodation appropriations for the school department, beyond those now authorized by law, until such time as the entire question of expenditures, both for educational purposes and for schoolhouse accommodations, also the entire expenditures, have been investigated by the Finance Commission."

Increase in Appropriation

"In this connection I beg to direct your attention to the fact that the school appropriations for educational purposes in the years 1920-21 were \$9,858,869.09 and in 1929 were \$17,145,314.07, exclusive of new school buildings, an increase of 74 per cent, or an average annual increase of nearly three-quarters of a million dollars.

"It would appear from these figures, and from the criticism with reference to the new methods introduced in education, that an investigation of the educational system is equally as important at this time as an investigation as to the question of additional accommodations for pupils in the schools.

"It is contended by the Finance Commission, and supported by facts, that

space now devoted to the teaching of trades, if utilized for educational purposes, would make unnecessary a major program such as has been requested by the school authorities.

"The sinister program to fasten the responsibility for existing conditions upon the superintendent of schools is to be deplored, for the reason that the superintendent is but one, as previously stated, of a tribunal of eight that determine the educational as well as the construction program for the public schools. The board of apportionment, charged with the responsibility for educational and construction programs consists of Superintendent Burke and Assistant Superintendents John C. Brodhead, Miss Mary C. Mellyn, Arthur L. Gould, William B. Snow, Michael J. Downey, Patrick T. Campbell and Business Manager Alexander M. Sullivan, all of whom share equal responsibility with Superintendent Burke for errors of judgment in the matter of educational or construction programs.

"It is just possible that they are not wholly responsible; in fact, that they are victims of a system that predates their present responsibility."

Mayor Curley spoke of the legislation of 1894 for the teaching of manual training, and of 1898, which made such training compulsory in both elementary and high schools, and said the system of co-operative shops and acquisition of machinery and construction of buildings originated in 1912 when Franklin B. Dyer became superintendent of schools. The mayor gave a list of the so-called co-operative shops.

Commenting on the mayor's message, Chairman Richard J. Lane of the new Commission on School Buildings, which replaced the old Schoolhouse Commission, which was abolished by referendum vote in the last election, stated:

"Of course I have not seen the mayor's letter, but I am glad to understand that he has come to the defense of Superintendent Burke, whatever the occasion may be.

"I hope the outcome of all threatened investigations is not going to be to deprive the children of the city of the proper school accommodations. The last threatened investigation of the Finance Commission seems to me to have come at a very inopportune moment, when the legislative Committee on Municipal Finance is considering a very important bill for the construction of school buildings.

"The department of school buildings is most anxious to utilize at once the resources of the department and take advantage of the excellent market which prevails at the present time in which to build more school buildings.

"Dr. Burke has made a wonderful record as superintendent of schools in this city. The upbuilding of the Teachers' College is a monument in itself of which any man might well be proud.

"With the new department of school buildings working hand-in-hand with the board of apportionment of the school committee, and placing at the disposal of the board technical and expert advice, I believe many of the mistakes of the past will be avoided. I think that the trouble in the past has been due to a lack of sufficient co-operation between the school committee and the Schoolhouse Commission and its various officers."

Curley Stops Payment Upon \$70,000 Bills

**Liabilities of Old Schoolhouse
Commission Under
Scrutiny**

Action was taken by Mayor Curley today for the withholding of payment of bills totaling \$70,000 incurred by the former Schoolhouse Commission, which amount is in excess of the available appropriation. The corporation counsel is asked for a ruling on the question whether the liabilities represented emergencies in fact or fancy. The mayor informs Frank A. Goodwin, chairman of the Finance Commission, of the situation as follows:

"I have read the communication of the Finance Commission to Louis K. Rourke, superintendent of construction of the school buildings department, concerning the liabilities incurred last year by the former Schoolhouse Commission, totaling approximately \$70,000 in excess of the available appropriation for this purpose.

"As a result, I have this day requested the corporation counsel to advise me as to the legality of such payments. I have further advised the city auditor to refrain from paying any of these liabilities of last year until such time as the corporation counsel advises me that these bills may be legally paid.

"As I understand the law, any expenditures beyond the appropriation must be in the nature of emergencies as prescribed by our city charter. Whether these liabilities are emergencies is a question of fact, which must be determined by the superintendent of construction before submission to the city auditor for payment.

"If the superintendent of construction determines that these liabilities are emergency expenditures he must so designate in writing on the bills in question to the city auditor. Clearly, the determination of this matter is one that rests with the superintendent of construction and it is immaterial what decision the former schoolhouse commissioners arrived at in deciding whether these liabilities were of an emergency nature or otherwise.

"It may be that the former schoolhouse commissioners, finding that they had exceeded their appropriations, stamped these bills as emergencies when, as a matter of fact, they may not have been.

"In any event, I shall not approve for payment any of these bills unless it is certified on the bills submitted for payment that these expenditures were in fact of an emergency nature, as prescribed by the city charter.

"Such part of these liabilities as may be determined not to be emergencies cannot, and will not, be paid by the city of Boston unless legislation is obtained authorizing their payment.

Stage Thunder About the Schools

The noise about vocational training in the Boston schools would be more impressive if it were not six months late. The alarm sounds now merely like political stage-thunder. The real storm broke last autumn, when the Special School Survey Committee made its report. Here the people of Boston received the authoritative judgment of a group of unusually competent and public-spirited citizens led by Judge Michael H. Sullivan and including such men as President Lowell and Mr. Carl Dreyfus. The exhaustive study which this committee made of the Boston school-system lasted for nearly two years, with many thousands of dollars spent in the task. This survey, after thorough consideration, set up a number of final conclusions, among which none were more prominent than those dealing with shop-work in the Boston schools and with vocational training in all its aspects, both financial and educational.

Moreover, Judge Sullivan's committee spoke its mind on all these matters with complete frankness. Wherever the survey-group saw good reason, after careful study, to criticize the administration of shop-work in the Boston schools, the criticism was made clear and bold. Especially did the survey give attention to all instances in which the schools were found to be expending money for shop-work in too costly a manner, or in a way unjustified by tangible results. These authoritative criticisms the Boston school committee has not the slightest neglected. Ever since the report was issued, members of the elected school committee have been devoting one special meeting a week to the recommendations made by Judge Sullivan's survey, and it is certain that real results will follow, with important savings now and in the future in the cost of shop-work in the schools.

Yet suddenly a new noise has arisen, and those who are making the clamor seem unaware that they are six months late. They come forward with urgent talk about an investigation by the Boston Finance Commission regarding a subject which has already been fully investigated. And they do this, the public will note, at a time when the essential welfare of all the school children of Boston is at stake in the new school-building program now before the General Court for ratification of its financial clauses. The crowding, the serious inadequacy, of many schoolhouses in Boston is everywhere admitted, and the continued excessive use of portable school buildings is a self-evident proof of the pressing need of more and better permanent classrooms. What is the political purpose of gentlemen who now would delay and defeat this urgent construction work of the year to come, under cover of a loud noise about school-shop conditions which were fully criticized six months ago by men honestly qualified for

this difficult task? What the present group's objective is, in this strange business, does not yet appear, but we are unable to believe that it is much concerned with the welfare either of Boston's schools or of the public school children of Boston.

For Bill Removing Limit on Boston Sewerage Work

The Legislative Committee on Municipal Finance today reported favorably on the petition of Mayor Curley for an amendment of the law relative to the annual appropriation of the city of Boston for sewerage works. The amendment would dispose of the present law allowing the city to spend an amount not exceeding one million dollars and substituting in place thereof a provision whereby the city shall spend such sums as shall be recommended by the commissioner of public works, with the approval of the mayor.

City Awards Its March 17 Prizes

Prizes offered by the city for excellence of the floats appearing in the March 17 parade in South Boston were determined today by the judges comprising Thomas J. Burke, Charles F. Leahey and Michael F. Harrington. First prize went to the St. Margaret's Ushers' Club, \$50; second prize to the Thornton Flower Shop, \$30; third prize, to the New England Telephone and Telegraph Company and the H. P. Hood & Sons, Inc., \$20 each.

SENATE REJECTS GRANITE FOR P. O.

Moses Sarcastic on Use of Indiana Limestone

[From Herald Washington Bureau]

WASHINGTON, March 24—The Senate late this afternoon surrendered to the House and struck from the first deficiency bill the item carrying an additional \$750,000 for the new Boston federal building. Unless the amendment can be attached as a rider to some subsequent appropriation bill, the cost of the new building will be limited to \$6,000,000, making it very doubtful that New England granite can be substituted for Indiana limestone above the first three floors.

Rejection of the \$750,000 item was preceded by a sensational incident, when Senator Moses of New Hampshire, though temporarily presiding over the chamber, insisted on sarcastic allusions to the "exclusive use" of Indiana limestone in federal buildings. Senators Johnson of California, Norris of Nebraska and Walsh of Montana, vigorously protested Moses's action, but the senator from New Hampshire refused to be squelched.

Senator Hale of Maine, the only conferee who refused to recede from the Senate amendments, said that even with the appropriation limited to \$6,000,000 it might still be possible to have the Boston building faced with granite for its entire height.

Senator Walsh of Massachusetts asked if there were anything in the bill to compel the use of Indiana limestone and when informed that the treasury was free to select any stone, offered no further objection. The Senate then knocked out the amendments by voice vote.

Senator Moses's action was freely discussed in the cloak rooms after the Senate adjourned, and there was considerable resentment shown by a number of senators. It is not improbable that his challenge to the opposition to try and take the office of president pro-tempore away from him may be accepted.

TRAVELER 3/27/30

Valera Receives Cool Reception from Curley

Irish Leader Visibly Affected by Mayor's Criticism of His Policy in Opposing the Development of Shannon River

Eamonn de Valera, leader of the Fianna Fail party of Ireland, received a cool reception when he called at the office of Mayor Curley at City Hall today after his arrival here from Philadelphia.

VISIBLY AFFECTED

Valera, was visibly affected by the criticism which the mayor directed at him for his attitude in refusing to abandon the destructive policy which, Curley said, "has been particularly evidenced in your opposition to the development of the Shannon river for providing light and heat in Ireland."

The mayor emphasized that until they get a united Ireland and can show the world a real Irish republic which will include not only the southern counties, but the six northern counties, that the nation's progress will be severely handicapped.

Valera claimed his opposition to the hydro-electric plant of the River Shannon was based largely upon financial aspects, and stated that England will benefit at the expense of Ireland in this project.

Curley, however, continued his criticism, saying that his policy of destruction and of constant opposition to projects for the advancement and development of Ireland would never accomplish anything.

The mayor contrasted Valera's attitude with that of Hindenburg, who, he said, showed a true national philosophy in that he had started from the outset to build up Germany; to reestablish the commercial development and prosperity of the country, and that he had discarded and forgotten all the old-time German policies.

Valera replied that he was not adhering to any destructive policy and that he was ambitious to unite all Ireland.

The mayor then said "this will never be done if you continue the methods which you followed for several years."

Curley assured Valera that there was no one so sincere as he was in his wish for the welfare and upbuilding of Ireland and declared that he was very strong for a republic which will do more than anything else to advance prosperity of the country as well as promote general happiness among the people.

Valera arrived in Boston today from Philadelphia, and was met at the Back Bay station by a group of men representing a number of Irish societies in this city. He went immediately to the Copley-Plaza, and then left to visit the Governor.

IRISH PRESS LIMITED

In a brief statement, given out at the hotel, he said that he was here on behalf of the Irish Press Limited, a company formed in Ireland for the purpose of publishing a daily national newspaper. The total estimated capital required to finance its publishing is \$1,000,000, half of which has already been subscribed in Ireland and the remainder to be raised here.

Tomorrow night, at Symphony hall,

De Valera will address a large gathering of men and women of Irish societies in Boston. The meeting will open at 8 P. M. John T. Hughes, chairman of the Boston committee, has made arrangements for the reception.

Accompanied by William H. O'Brien, director of the telephone and telegraph division of the state department of public utilities, De Valera visited the State House, and was met by Atty.-Gen. Warner, who welcomed him in behalf of the commonwealth. Gov. Allen was not at his office.

TRAVELER 3/24/30

MAYFLOWER NOT FOR DEER ISLAND

Purchase of the presidential yacht Mayflower for the transportation of prisoners, patients and supplies to harbor institutions was considered until today by Mayor Curley, when he discovered that the craft is 300 feet long and draws far too much water to be converted into a municipal steamer.

The mayor pictured the sumptuous quarters that would be available for the short and long-term prisoners going to Deer island, spoke interestingly of the ornate fittings, the draperies, overhangings, cabins, etc., and then announced that the Mayflower was not the type of boat that the city needs.

TRAVELER 3/24/30

Get Busy

THE proposed Zeppelin line across the Atlantic may make Baltimore its American port.

Dr. Hugo Eckener, commander of the dirigible Graf Zeppelin, has found plenty of financial backing. He has the money with which to go ahead with his plans and within a year will be ready to announce an operations schedule.

Airships larger than the Graf Zeppelin will be used. They will be more than twice the size of the United States navy dirigible Los Angeles. These ships will be made in this country and in Germany.

Dr. Eckener is planning to make Seville, Spain, his European port, and Baltimore, or some point farther south, his American terminal.

Here is where Boston should get busy. Mayor Curley already has announced a comprehensive plan for the Boston airport. The plan includes a dirigible mooring mast. Dr. Eckener is partial to Baltimore or some point farther south because he is under the impression weather conditions are more favorable there.

We cannot change the weather but we can show Dr. Eckener and his backers that it would be financially more profitable to use Boston because of its nearness to Europe. If we cannot convince him that all our weather is good, we might point out that it would be profitable to use this port in good weather and a southern port in winter months, as ocean liners use different Canadian ports summer and winter.



CR20BE 3/23/30

DE VALERA WORKING FOR INDEPENDENCE

Would Abolish Oaths of Fealty to Britain

Irish Leader, in Boston, Replies to Mayor's Criticism

Eamon de Valera, leader of the Flanna Fall party in the Irish Parliament, who was visibly affected when Mayor Curley stated he did not approve of de Valera's opposition to the hydro-electric development of the River Shannon, denied in an interview yesterday afternoon, after his City Hall visit, that he was opposed to the hydro-electric development.

His position, he said, is that the Free State Government is annually sending millions of dollars to England which might be used to finance other similar developments.

Mayor Curley said that a policy of destruction and constant opposition to projects for the advancement, development, and unification of Ireland will never accomplish anything and pointed to the Hindenberg regime in Germany, where old-time German politics were forgotten, as the ideal method of government in present-day Ireland.

De Valera declared he was not adhering to any destructive policy and was anxious to unite all Ireland. Before visiting City Hall the Irish leader had been welcomed at the Copley Plaza on his arrival from New York and had been greeted at the State House by Atty Gen Warner in the absence of Gov Allen.

'Aim of His Party

Neither "pin pricks from the right, nor brickbats from the left" will divert his party from its goal, which is to obtain a democratic majority in the Irish Parliament and then let the people of

Ireland determine whether they want the Free State treaty or independence, de Valera declared in the interview.

The first definite step the Flanna Fall party will take, if it arrives in power, he said, will be to declare all tests of allegiance to Britain abolished as a condition of standing for election.

"If we achieve a majority, and we are only a few votes short of it now," he added, "we can ascertain whether Ireland is or is not really free."

With reference to his critics on the extreme left, the remnant of the Sinn Fein party which abstains from participation in the Government, Mr de Valera said he understands their viewpoint perfectly, but believes the proper strategy is to give republican sentiment parliamentary representation.

"At present," said Mr de Valera, "\$26,000,000 is being sent to England every year. About \$15,000,000 is payment for land annuities. Our people cannot carry a burden of that magnitude and prosper. It means 24 cents out of every \$1 of Government revenue in the 26 counties. And there are only 4,000,000 people in the 26 counties."

The Irish leader insisted that refusal to surrender the \$15,000,000 would not be repudiation. By an act of the British Parliament of 1920, he said, the British arranged to make reparation for admitted overtaxation of Ireland in the past and to finance compensation of dispossessed landlords, permitting the Irish State to keep the payments made by Irish tenants.

The Anglo-Irish treaty, according to Mr de Valera, did not cancel this arrangement, and the Free State is not obligated to send this money to London.

A united Ireland, governed by no oaths of allegiance and the building up of Irish industries behind a protective tariff, he said, are important articles in the program of his party.

His present American tour is to raise money to finance a national newspaper in Ireland. Of \$1,000,000 capital required, he said, \$500,000 had been over-subscribed in Ireland, and \$140,000 of the remainder had been raised in America, prior to his arrival.

Mr de Valera will address a meeting this evening in Symphony Hall.

AMERICAN 3/23/30

LEGION PARADE, 70,000 STRONG, IN HUB OCT. 7

To Be Reviewed by Gov. Allen and Will Take 10 Hours to Pass Given Spot

The largest parade in the history of the American Legion will wind through Boston street October 7, the second day of the national convention to be held in Boston.

The parade committee, meeting with Mayor Curley for the first time today, announced that 70,000 would be in line and the parade would take 10 hours to pass a given spot.

Forming in Commonwealth ave., the parade will pass through Arlington to Beacon and will be reviewed by the governor and others in front of the State House.

It will then proceed along Park st. to Tremont, Columbus ave. and to Massachusetts, where it will disband.

Railroad and steamship lines are co-operating with the committee in planning the parade and the handling of the immense crowd that will witness it. The problem of seating spectators is a tremendous one and with other details will occupy the attention of the committee from now on.

The committee conferring with the mayor today included Col. Carroll J. Swan, Gaspar G. Bacon, Dr. William H. Griffin, John D. Crowley, Ralph M. Eastman, John J. Shaughnessy, City Councillor Clement A. Norton, Col. Thomas F. Sullivan, acting traffic commissioner, and Frank B. Howland.

CR20BE 3/23/30

CROWLEY ORDERS CLEANUP BY POLICE

Superintendent Confers With Five Captains

Commissioner Wilson Disturbed by Mayor's Criticism of Force

Stirred by Mayor Curley's recent criticisms of the Police Department, Supt Crowley yesterday ordered headquarters and station officials to get busy immediately and clean up the liquor and vice situation.

The superintendent had a conference at headquarters with five captains yesterday and told them there must be action, and that all vice and liquor dives on every division must be closed at once.

The captains called to Headquarters for instructions are George W. Patterson, head of the liquor and narcotic squad; A. B. O'Connell of the Hanover-st station, John Mullen of the East Dedham-st station, P. S. Skillings of the Milk-st station and Jeremiah Gallivan of the Roxbury Crossing station.

The superintendent's plan is to have raiding done by the headquarters squad and to have extra men kept at headquarters and all stations for emergency duties.

Neither Commissioner Wilson nor Supt Crowley will admit that yesterday's decision to get busy was inspired by the Garrett investigation, and they deny rumors that changes are contemplated among the superior officers.

It is known that Commissioner Wilson and Supt Crowley were much disturbed by the Mayor's declaration that "something is wrong with the police of Boston," and it is believed they have reasons for thinking that action will be taken by Dist Atty Foley, with the approval of Mayor Curley, if effective measures are not immediately taken by the police.

Within the next few days it is expected there will be many raids and a roundup of gangsters and holdup men who have been particularly active in Boston and vicinity during the past few weeks.

Capt Patterson and his liquor-raiding squad left headquarters at 11:30 o'clock last night and went to their homes. No raid was made during the evening by the headquarters squad or the police of any of the Boston stations, and there were few arrests.

Capt Patterson said, before leaving headquarters, that yesterday's conference was not about vice or liquor conditions. He declined to say just what was discussed.

What may be regarded as a formal announcement of the candidacy of Marcus A. Coolidge of Fitchburg for the Democratic nomination for United States Senator from Massachusetts has appeared in a letter which Daniel F. O'Connell—formerly, and perhaps still, a resident of Fitchburg, although he spends most of his time in Boston—has sent to his friends in different parts of the State. Mr O'Connell is probably better known than Mr Coolidge among Democratic politicians, and the latter will greatly benefit if, as seems to be the fact, Mr O'Connell is to have charge of Mr Coolidge's campaign.

The candidate for the Senate, although he has been the Democratic nominee for Lieutenant Governor and is treasurer of the Democratic State Committee, is not very well known in the eastern part of the State, where most of the Democratic voters live; and his managers have before them the task of building him up so that the members of the party will be familiar with his record and his abilities. He is a business man, rather than a politician, and many of the Democratic leaders believe that a candidate of that kind will appeal to the voters in existing conditions.

Mr Coolidge will doubtless have rivals for the Democratic nomination. At the moment some members of that party are bringing up the name of William G. Thompson, a well-known Boston lawyer. There can be no doubt about Mr Thompson's ability and general qualifications for any office, whether "in the gift of the people" or filled in some other way, but his "availability" is quite another matter. Mr Thompson has not said he would be a candidate, and the common belief is that he will not enter the fight.

Other things being equal, an effort will be made to have the Democratic nomination for the Senate go to a man who does not live in Greater Boston. Residence in or near this city may not be a complete disqualification, but it will be a disadvantage which must be overcome.

So far as is known, all of the party leaders are anxious that the nominee for the Senate shall not be a man with an Irish name. The great majority of the Democratic voters in this State have Irish blood in their veins and their natural inclinations would be to support one of their own descent, but the attempt will be made to convince them that the welfare of the party at the moment will be best served by the nomination of a "Yankee."

Democratic Candidates

This feeling among the party leaders is not in accord with a movement which, according to rumor, has begun among some of the Democrats in Springfield to nominate Ex-Mayor Andrew J. Peters of Boston for Governor and Ex-Mayor John F. Fitzgerald, also of Boston, for United States Senator. There was a time when Mr Fitzgerald thought of being a candidate for Senator, but apparently he has wholly abandoned that ambition and now intends to run for the Governorship.

The "slate" just set forth would give both the important party nominations to Boston, and also, in case the Democrats won the election, send to the Senate two men of Irish blood. It seems, therefore, unlikely that it will be adopted. Transposition of the two names just mentioned might be of advantage. There is no doubt that Mr Peters would be strong at the polls, and if it developed before the

primaries that none of the outside candidates for the Senate were rousing much enthusiasm, and if, further, Mr Peters could be persuaded to run for the Senate instead of for the Governorship, where he has hitherto aimed, residence in Boston might not be a fatal impediment for him in the contest for the Senatorship.

John F. Fitzgerald has just returned from a brief stay in Florida. On his way home he stopped off at Washington and saw the politicians there, as well as the newspapermen. Mr Fitzgerald's brief visit in the capital city led the Washington correspondent of one of the Boston newspapers to express in a personal letter the wish that Mr Fitzgerald would continue steadfast in his determination to be a candidate for Governor. "He would give us altogether too much news if he were in Washington," the newspaperman wrote; "at present we are able to lead fairly comfortable and regular lives, but if Fitzgerald were here it would be just like him to call us on the telephone at midnight and tell us something we should have to telegraph to Boston—we could never count on a quiet evening."

Mr Fitzgerald remains the only candidate for the Gubernatorial nomination of his party. The friends of Gen Edward L. Logan of this city say he intends to be in the field, and some of his activities lend color to that prediction, but no announcement of his candidacy has been made. There seems to be no doubt that Mayor Curley is doing, and proposes to do, what he can to help Mr Fitzgerald. There are, of course, stories to the effect that the Mayor would like to have his predecessor nominated in the primary and then defeated at the polls, but they have no visible foundation.

Republican Embarrassment

It may be that the developments of the coming campaign in this State will embarrass the Republicans in what might be termed a technical way. The primaries come earlier than the State conventions. Down in Maine they do not do things in that way. The Democrats in the latter State had their convention last week, and the Republicans will have theirs next Thursday; the primaries come several weeks later. Thus every candidate for nomination in the Maine primary will know in advance the platform on which he must stand. In Massachusetts, however, the candidates are nominated, and some days later the conventions are held and the party platforms adopted.

Gov Allen will have no opposition for the Republican nomination for the office he now holds; he has already expressed his belief that the "Baby Volstead Act" should be retained in the Massachusetts statutes. At present there are two candidates for the Republican nomination for the United States Senatorship—Ex-Senator William M. Butler, who has come out as a dry, and former State Senator Eben S. Draper, who is a wet.

It is within the range of possibility that Mr Draper may win the Republican nomination for the Senate. Most of the politicians think that result is unlikely, but it might come about. What would the Republicans do when it came to formulating their platform under such circumstances? What would be their attitude on the prohibition question if they had a dry candidate for Governor and a wet candidate for the Senate? The day has gone when either party can straddle that issue. Each would lose votes if it declined to take a stand.

As has been said, most of the politicians believe that Mr Butler will win the Republican nomination for the Senate unless some other candidate—Ex-Gov Fuller, for example—enters the contest. The nomination of Mr Butler, coupled up with the renomination of Gov Allen, would make it comparatively easy for the Republicans to do what, by force of other circumstances, they will be practically compelled to do, namely, adopt a forthright dry plank in their platform. But they would be considerably bothered if, after nominating a dry candidate for Governor and a wet candidate for the United States Senate, they then had to adopt a plank covering the prohibition issue.

The Civil Service

The majority of the Legislative Joint Special Committee on Civil Service Laws, Rules and Regulations, whose duties are adequately described by its title, has reported a bill, which the Legislative Committee on Civil Service heard last week, providing for the appointment of an appeal council which shall hear and decide all appeals taken by an applicant or appointee from any decision of the commissioner of civil service. Representative Alfred W. Ingalls of Lynn, who was vice chairman of the special committee, dissented from the recommendation for the creation of the proposed council.

Opinion at the State House is that the Legislature will not pass the act which the majority of the special committee has reported. The argument against it, in addition to the cost and the creation of another State commission, is that applicants for appointment would probably be no better pleased by the decisions of the proposed council than they now are by the rulings of the civil service commissioner and by their right of appeal to the other members of the commission, who can outvote the commissioner if they do not agree with his conclusions. If the applicants for appointment become dissatisfied with the conduct of the new council which the bill contemplates, will it then be in order to create another appeal council, which can overrule the first one? This process might go on ad infinitum.

There is, always has been, and always will be, complaint about the operation of the Civil Service laws and regulations. One thing should be borne in mind, however: the Civil Service Department and the Civil Service statutes and rules were not created for the purpose of finding jobs for men and women, but rather for the purpose of seeing to it that competent people are appointed to the positions under the jurisdiction of the department. The commission represents the people at large, and not the applicants for positions; it is designed merely to bring it about, as far as is humanly possible, that everybody has a fair chance of appointment and that the public shall be protected from incompetent servants.

For some reason which it is not easy to understand, certain members of the Massachusetts General Court, and certain members of other legislative bodies also, would be glad to have all Civil Service commissions and all Civil Service laws and regulations thrown into the discard. The Civil Service is by no means perfect. Appointees who are practically sure of holding their positions for life sometimes develop what is called "official insolence." But that and the other faults of the system are almost negligible in comparison with the troubles which members of the Massachusetts Senate and House would undergo if all of the places in the public service were filled by

Recommendation.

CR 20 BE 3/23/30

ADVERTISER 3/23/30

DEMOCRATS FORM LEGISLATIVE CLUB

Move to Increase House, Senate Membership

A concerted movement to present a unified front in the Democratic ranks and to increase the Democratic membership in both branches of the State Legislature, was definitely started last night when 35 Democratic Senators and Representatives held a meeting at the Elks' Hotel and founded the Democratic Legislative Club of Massachusetts.

Three of the principal aims of this club are to increase the number of Democrats in the House and Senate; secondly, the membership of the House and Senate will take a rightful place in the councils of the Democratic party, and thirdly, to meet from time to time and counsel with one another in matters of Legislative importance in order that the people they represent will get the benefit of progressive legislation.

Representative James J. Twohig of South Boston was elected temporary chairman and Representative Anthony A. McNulty of Roxbury temporary secretary. A committee of six was appointed to draft a set of bylaws, which will be presented at the next meeting to be held next week in the State House. At this meeting it is expected that the entire 83 Democratic members of the State Legislature will be present and permanent officers will be elected.

With Senator John R. Buckley of Boston the following members of the Massachusetts House of Representatives are included in the membership of the organization: Leo M. Birmingham of Boston, James J. Twohig of South Boston, Anthony R. Doyle of Worcester, Joseph J. Borgatti of Somerville, Joseph W. Leydon of Worcester, Patrick F. Nestor of Lowell, Daniel W. O'Connor of Palmer, Frank D. Crowley of Chelsea, William H. Hearn of East Boston, Daniel Moriarty of Lowell, Michael Zack of Lynn, Timothy J. Cronin of Cambridge, John Kiley of Cambridge, Charles T. Cavanagh of Cambridge.

Thomas Smith Jr of Fall River, Paul A. Dever of Cambridge, John P. Lyons of Brockton, James E. Hagan of Somerville, John S. Derham of Uxbridge, William H. Barker of East Boston, Edward J. Kelley of Worcester, Charles A. Kelley of Worcester, Tony A. Garafano of Lynn, Charles A. Slowey of Lowell, John A. Jones of Peabody and Frank J. McFarland, Francis J. Hickey, Lewis Sullivan, Richard D. Gleason, John V. Mahoney, Joseph C. White, Ignatius J. O'Connor, John P. Connolly, Timothy J. McDonough, James M. Brennan and Anthony A. McNulty, all of Boston.

MEANT NO ATTACK ON SCHOOL BOARD

Fin Com's Letter Only Re- peats Hill's Opinion

Frank A. Goodwin, chairman of the Finance Commission, today declared that the letter written by the Finance Commission to Louis K. Rourke, relative to unpaid schoolhouse bills, was simply calling Mr Rourke's attention to the opinion of former Corporation Counsel Arthur D. Hill and was not intended as an attack on the School Committee or any one else. It was sent to Mr Rourke because the latter's signature is necessary before payment is made.

"From statements in the morning papers," said Mr Goodwin, "I would assume that the School Committee received an opinion from the corporation counsel to the effect that it was proper to appropriate this year's money to pay last year's bills, on the ground that they were contracted in 'extreme emergency involving the health or safety of the people or their property.'"

"The question as to whether or not there was such an emergency must have been determined by some one, and from the statement of Richard J. Lane of the new Schoolhouse Board I would assume that his board has passed upon that question. This places the responsibility upon Mr Lane and his associates, and not upon either the School Committee or the corporation counsel."

"This commission has no interest in the matter except to see that the money of the taxpayers of Boston is paid out legally."

HARBOR BRIDGE REJECTED BY HOUSE

Bridge to East Boston Wins as Curley Bill Is Deferred

A vehicular tunnel to East Boston was accepted as definitely assured today, following the action of the House in refusing to admit for the current session Mayor Curley's bill to allow choice between a bridge and a tunnel.

In view of this action, announcement of plans for the much-mooted project were expected at an early date.

A four-fifths vote is necessary to suspend the rules to admit a bill for consideration after the time for filing new business has expired, and there was so much opposition to the bridge bill that when Speaker Saltonstall declared the voice vote against suspension, no one questioned the vote.

The action of the House leaves the proposition of a tunnel, as provided by act of last year's Legislature, the only proposition with any standing and it is assumed that the Boston transit board will go ahead with the tunnel plans and construction at once.

The fact that several Boston members took the floor in opposition to any amendment of last year's act, which would allow the mayor a choice between a bridge and a tunnel was a surprise.

Mayor Curley, after conference with various business men and others soon after he went into office in January decided to give consideration to a bridge instead of a tunnel.

BRIGHTON SEWERAGE CONTRACT TO PIATELLI

Mayor Curley today approved a contract for sewerage work in the Chestnut Hill section of Brighton. The contract went to A. Piatelli, whose bid was \$18,787.50.

POST 3/23/30

Mayor Is Cordial as He Greets de Valera



MAYOR CURLEY GREETES DeVALERA

The Mayor is shown here with Eamon DeValera at City Hall yesterday. The Irish leader denied he had received a cool reception from the Mayor.

Contrary to reports broadcast late yesterday, the meeting between Eamon de Valera, Irish Republican leader, and Mayor Curley yesterday at City Hall was entirely harmonious, both of them insisted last night as they boasted their feelings of mutual friendship.

Agreeing with the visiting Irish leader, the Mayor declared that the progress of Ireland would be handicapped until a Republican form of government could be established, which would include the northern counties, including Ulster, which were cut off from the Free State.

When de Valera sadly referred to unemployment in Ireland, the Mayor cheered him with the consolation that the economic depression was visible even in the richest nation of the world. Speaking for himself, the Mayor stated

that there was no one more interested than he was in favoring a republic, which would do more than anything else for the industrial prosperity of the country as well as the general happiness of its people.

While de Valera was writing in the guest book two lines of Gaelic, which, translated, read: "Beyond all telling is the destiny that God has in mind for Erin, the peerless," the Mayor debated with the members of the visitor's entourage over the opposition to the harnessing of the River Shannon. The Mayor expressed the belief that the proposed hydro-electric power would develop Ireland's industry, but members of the committee insisted that it would benefit England more. It was this that gave rise to the report that the Mayor had given a cool reception to de Valera. As a matter of fact, when they parted, the Mayor clasped de Valera's hand warmly and wished him the best of good fortune.

GLOBE 3/23/30

MAYOR SENDS STATE UNDERWRITERS' NOTE

Hopes for Laws That Will Reduce Fire Losses Here

Correspondence between the city of Boston and the Boston Board of Fire Underwriters was yesterday forwarded to Insurance Commissioner Merton L. Brown and Gen Alfred E. Foote, Commissioner of Public Safety, at the State House. It had reference to ways and means by which it may be possible to materially reduce fire losses here. Mayor Curley expressed the opinion it was a matter for the State rather than the city, and ex-

pressed a hope for legislation drafted jointly by the Insurance Commissioner and the Department of Public Safety.

On March 19 Mayor Curley wrote John H. Eddy, president of the Board of Fire Underwriters, calling attention to recodification plans of the city with a view to stricter building laws and providing for slow-burning and non-inflammable materials in construction.

Mr Eddy's answer, a copy of which was sent yesterday to the State House, declared that suggested codification changes in the Mayor's letter were of utmost importance and congratulated Mr Curley on the proposed changes. He further said that to obtain lower levels of insurance rates it would be necessary for Boston to have a Fire Department second to none, building laws which are compulsory as to construction, and sprinkler systems and other devices which tend to stop a fire at its inception, thereby reducing losses to a minimum.

Mr Eddy also wrote that improved Fire Department conditions during the past three years have resulted in considerable reduction in fire losses and that this year the underwriters voluntarily made rate reductions in many classes of risks and at present are considering other classes with a view to possible reduction.

The letter also stated that in the last 12 months rates have been reduced on an average of approximately 800 risks a month, many of them in the largest and most important classes. This, he said, has resulted in a very substantial saving to the insuring public.

"We welcome," said Mr Eddy, "the installation of sprinkler equipment and other devices for protection by liberal reductions for the same, which not only affects the risk in which installation has been effected but also adjoining properties, by a reduction in exposure charges."

ADVERTISER 3/23/30

POST 3/23/30

DE VALERA IN A TILT WITH CURLEY

Mayor Says Leader's Policies
Do Ireland No Good; Big
Meeting Tomorrow

Eamonn DeValera, Irish Republican leader, today was told by Mayor James M. Curley that his policies are "destructive to the good of Ireland."

This unexpected development to the Hub visit of the noted leader, occurred during an official call upon the mayor at City Hall.

In the presence of the Boston reception committee of 15 members, the mayor good-naturedly but firmly told the visitor that he should abandon his "philosophy of destructive and constant opposition" to many projects in Ireland.

DeValera defended his policies as being "constructive," and did not take offense at the advice of the mayor.

CLASH OVER SHANNON

Even when the mayor contrasted DeValera with Von Hindenburg of Germany—to the credit of the German—the Irish leader seemed unperturbed.

"Please remember that I'm as sincere a booster of a progressive program of developing Ireland as anyone," the mayor continued as he talked with DeValera.

The point on which the two men most directly clashed was the great hydro-electric project in the Shannon river valley.

The mayor pointed out that this river development would be "a wonderful thing for the industrial and commercial life of the nation."

WANTS UNITED IRELAND

"But it's a case of the British benefitting hugely," countered DeValera, "and at the expense of Ireland."

Mayor Curley replied to the effect that DeValera's "philosophy of destructive and constant opposition" to projects for the advancement of Ireland, would never accomplish anything.

The mayor urged a constructive policy of bringing all of Ireland into a united group working for the common good.

"Not until then," predicted the mayor, "will the world really recognize Ireland's worth."

Von Hindenburg, according to Curley, at the outset dropped all old policies and factional disputes and worked to rebuild the new Germany.

DeValera informed Curley that "My policies are not so destructive as you think. I'm really trying to bring about a united Ireland."

SIGNS IN GAELIC

After the cigar smoke of the diplomatic "battle" had cleared, the

two men posed together for a photograph and shook hands.

As he left the office, DeValera signed his name in the guest book with two lines of Gaelic.

Translated, the lines read:

"Beyond all telling is the destiny that God has in mind for Erin, the Peerless."

DeValera will depart Sunday night for Pittsburgh for a meeting similar to the Boston one.

He was met at Back Bay station by an excellent representation of the many friends he has made in Boston during previous visits. He went at once to the State House where he was greeted by Atty.-Gen. Joseph F. Warner, representing Governor Allen.

BOSTON BEHIND QUOTA

He outlined briefly the needs for an Irish newspaper in the interests of which he has toured the United States, raising funds. He will elaborate upon these needs tomorrow night at Symphony Hall.

Despite oversubscription of funds for the paper, to be called The Irish Press, Ltd., Boston's quota of \$75,000 is undersubscribed by \$20,000, he said.

Among those gathered at Back Bay station to greet him were John T. Hughes, Dr. John T. Tynan, Dr. James T. Gallagher, William H. O'Brien, Christopher I. Fitzgerald, Jeremiah Carroll, John B. O'Connor and Dennis O'Leary.

In his suite at the Copley-Plaza, DeValera discussed political and economic issues in Ireland. He said Ireland is staggering under an excessive tax burden, and analyzed a total of \$26,000,000 which is paid annually to the British treasury. These payments, he said, include:

Repayment to the Crown of compensation awarded Irish citizens for property damages caused by the Black and Tans in repressing the 1918-1921 revolution.

Repayment to Britain of pensions for retired British judges, civil service and policemen serving in Ireland under the crown.

MALDEN MAN GETS CONTRACT

Will Open \$18,000 Lunch
Room at Airport

Furnishings and equipment costing \$18,000 will be installed in the proposed lunch room for aviators and visitors to the new administration building at the East-Boston airport under a contract granted yesterday by Mayor Curley to Henry T. Sanborn of 63 Sprague street, Malden.

Sanborn was the highest bidder for the airport concession, agreeing to pay the city \$25,000 in rent during the next eight years, starting May 1. The successful bidder also agreed to spend the \$18,000 of his own money to fit out the lunch room. He will pay the city \$2400 a year for the first two years, \$3000 for the second two years, and \$3600 for the last four years.

GLOBE 3/23/30

CITY TO GET \$25,000 IN RENTAL FOR LUNCHROOM

The lunchroom in the new administration building at the airport during the next eight years will pay a rental of \$25,200 to the city of Boston. Mayor Curley yesterday awarded a contract for a portion of the building for a lunchroom to Henry T. Sanborn of 63 Sprague st, Malden.

Mr Sanborn agrees to equip the lunchroom at an expense of \$18,000 and for the first two years pay an annual rental of \$2400. For the next two years he will pay \$3000 and annually for the remaining eight years rental of \$3600.

POST 3/23/30

WILL SELL OLD SCHOOL SITES

City to Get Rid of Aban-
doned Buildings

Unloading by the city of abandoned school sites and buildings, no longer desired for school purposes, will start this week when City Auctioneer Edward W. Foye will place under the hammer the old Canterbury street school building and lot in the Mt. Hope section of West Roxbury.

This is the first of 13 sites and buildings which the city will dispose of in

order to place the property in private hands for taxation purposes and convert the real estate into cash which can be spent for school purposes. The assessed valuation of the 13 parcels of realty was placed at \$300,000.

Auctioning of the Canterbury street school building and lot of land comprising 20,120 square feet, will start at 11 o'clock on Wednesday morning at the school. An upset price of \$4000 has been set on the property and the successful bidder will be required to pay \$400 down and the balance in 30 days.

Municipal Auctioneer Foye will also stage a sale on Tuesday morning at 11 o'clock at Constitution Wharf on Commercial street to dispose of the old police boat "Guardian" with an upset price set at \$7000, which has already been offered privately to Police Commissioner Wilson. The police boat is 110 feet long, 20 feet beam, draws nine feet of water and is equipped with a 550-horsepower engine.

NEW ENGLAND HAS BAD WEEK WITH SENATE TARIFF FRAMERS; THREE INDUSTRIES ARE HIT HARD

By THOMAS CARENS

WASHINGTON, March 22—The latter-day disposition in Washington to regard New England as a sort of outlying province, which has received too much attention in the past and is now to be shown a corresponding amount of neglect, has been very much in evidence during the present week. Three very important New England industries—women's shoes, leather and granite—have pleaded before the bar of Congress in the last few days, and their representatives have gone home empty-handed.

What ought to be done it is something for the folks back home to consider. Certainly the New England senators and representatives fought as hard as they knew how to convince stubborn Southerners and Westerners that the Northeast is as badly in need of assistance as other parts of the country. But with government by parties rapidly disappearing, and government by groups and factions and blocs and sections coming to the front, there is no remedy in sight on the Washington battlefield.

The shoe and leather industry, of course, is full of complications. These industries really were punished because of lack of harmony among themselves. More than a year after it had become apparent to everybody that manufacturers of all kinds of shoes and all kinds of leather must stand together, and that they must also strike a bargain with the producers of hides, the final showdown came in the Senate last Monday with not the slightest semblance of a program on which the various parts of these industries could agree.

VOTE OF N. E. SENATORS

The shoe workers of Lynn and Haverhill, specializing on women's shoes, and the leather workers of Danvers and Peabody and Salem and other cities and towns, may still be wondering why the New England senators voted so solidly against the Oddie amendment, which purported to give protection to their industries. Yet the folks in Brockton, where men's shoes are manufactured, and where free hides are more important than any protection on the finished product, applauded the votes of these senators. Yet the time may come, and before many years, when men's shoes may be facing the same sort of competition, from Czechoslovakia or elsewhere, that is now causing so much distress in Lynn and Haverhill. If the enterprising Mr. Bata of Czechoslovakia, who learned the intricacies of shoe-making in a Lynn factory before the war, can flood the American market with cheap women's shoes, there is no reason why he cannot eventually do the same thing with all other kinds of footwear.

As Senator Walsh of Massachusetts admitted, in one of his speeches on this subject, a senator's tariff views are dependent entirely on his environment. Which is another paraphrase of Winfield Scott Hancock's immortal declaration that the tariff is a local issue. Coming from a manufacturing section, where the cost of raw material is the item which concerns the factory owner almost as much as wages, Walsh and his New England colleagues were alarmed by the thought that the depressed shoe and leather industries might have to meet increases from 25 to 50 per cent. in the prices of their raw hides. Walsh reached the conclusion that such a burden could not be offset by any kind of protection which Congress would be willing to give the shoe and leather industries. Therefore he voted against the Oddie amendment.

ANGRY WITH COLLEAGUES

Yet Walsh became very angry with the senators from the cattle states who insisted that they would not go under a duty of 4 cents a pound on green hides. He argued with them that they would never receive any benefits from such duties, but that they would be absorbed by the big packing companies which produce 70 per cent. of the domestic hides. Senators from the cattle country, who perhaps knew their own environments better than Walsh, took issue with him and were certain that the duty would aid the cattle industry. Thus there came about the deadlock, and all the items went back on the free list.

There is still a ray of hope for these industries, but it is little more than a flicker. The conference committee, made up of five senators and five representatives, will probably organize in a few days and eventually they will take up the differences of the two branches on this hides-shoes-leather schedule. Nearly a year ago the House, after considering behind the scenes manoeuvring, voted a compromise schedule which gave 10 per cent. to hides, an average of 15 per cent. to leather, and 20 per cent. to shoes. From the point of view of New England that was a fairly good compromise, although the men's shoe manufacturers were violently opposed even to the 10 per cent. on hides. On the other men representatives from the range states were insisting that the 10 per cent. was entirely inadequate.

Under the rules of the House there was no record vote on this compromise. The Republican caucus had approved it, and this imposed a moral obligation on most Republicans to support it. They did so on a rising vote. Had there been a rollcall the probabilities are that fear of increased prices for footwear would have forced many Republicans to

vote against it. The fact that the House has not had a record vote will weaken the arguments of the House conferees. The senators, with two record votes behind them, will never agree to any compromise unless the House has first definitely approved its rates. The vote on the granite amendment on Wednesday in the House gives a pretty fair indication of the strength of New England when it makes a sectional appeal. Therefore, if the shoe and leather duties come back from the conference committee for the House to go on record, there is not much hope that the original 10-15-20 compromise will be able to obtain a majority.

THE GRANITE ISSUE

On the granite issue, the New Englanders had some very sound arguments. They were eloquently set forth by Representative Luce, who almost invariably makes a deep impression on his colleagues, but this time he found too strong a combination on the other side. The appropriations committee is always very powerful, because it is in a position to punish any man who dares defy its authority. The chairman of the appropriations committee, hailing from the limestone state of Indiana, had the strongest of personal reasons for opposing Boston's desire for a granite federal building. Although he protested that his only concern was the federal treasury and the desire of other cities for postoffices, it was rather significant that practically all the speakers against granite hailed from the same state of Indiana.

It is rather a fortunate coincidence for the state of Indiana and for the owners of its extensive limestone quarries that its representatives hold two of the key positions in all public building projects. Richard N. Elliott is chairman of the committee on public buildings, and has personally drafted all the bills recently passed calling for a federal building program running into the hundreds of millions. And Will R. Wood is chairman of the appropriations committee, which supplies the money after the public buildings committee makes the authorizations. Limestone is cheaper than granite or marble or other building stone. Consequently most of these building bills specify that limestone shall be used. Of course, the limestone quarries in other states can compete in the bidding, but it just seems to happen that the Indiana quarries get the bulk of the jobs. Either they are better organized or they can produce the stone more economically than the limestone producers in other states.

If the idea of the federal government is to use the cheapest of materials, this state of affairs is not surprising.

the more, then limestone is the suitable material. But it does seem that the government should pause and consider the situation before it commits itself irrevocably to this policy. Undoubtedly there are some parts of the country where limestone will serve the purpose admirably, but as Representative Luce pointed out the other day, there are the most practical of reasons why limestone is not the best material for New England, where the damp east wind comes in off the ocean, and where the cold of winter is penetrating.

There has always been a tradition that a public building should in some way reflect the character of the locality in which it is erected. This applies not only to the design of the building itself, but to the materials that enter into its construction. In some indefinable way the granite walls of King's Chapel convey the sturdy character of the colonial settlers who built that church from stone carted overland from the Brainerd hills. The Custom House tower, with its granite sides, is far more impressive than it would be if that lofty tower was faced with the more delicate-appearing limestone. Boston has a right, therefore, to ask for granite in this instance, but unfortunately Boston asked too late, and at a time when Indiana limestone had too many friends at court.

Politically, these successive defeats in Washington add to the vexations of Republican congressmen. It is going to be difficult enough to meet the prohibition issue next fall. It will be even more difficult to face the Democratic threat unless employment conditions show a vast improvement in the next few months. But the greatest of all difficulties will come in trying to explain why a Congress which is supposed to be Republican so regularly rejects the appeals of a section which is still predominantly Republican, in spite of the desertion of Massachusetts and Rhode Island to Al Smith in 1928.

AGAINST NEW ENGLAND

It is only fair to record, therefore, that on all these questions the Democrats in Congress have been aligned almost solidly against New England. On the granite test in the House, fewer than a dozen Democrats rose in support of the Wason motion. But yet when Chairman Wood and the "limestone bloc" waved their followers up it seemed as if the entire Democratic side of the chamber was on its feet. Representative Byrns of Tennessee, who is chairman of the Democratic congressional committee, and who will be flooding Massachusetts with appeals for the election of Democratic congressmen next autumn, delivered the entire southern bloc of Democrats on the side of limestone. Connery, Douglass, McCormack and Granfield may have pleaded with Mr. Byrns, but obviously he thought it more to his personal advantage to play along with his Republican colleague on the appropriations committee.

This emphasizes anew that it is only through the Republican party that New England can ever hope to accomplish much in Washington. It may be true that at present the Republican party is not in a position to deliver the goods, but Democrats from New England would only succeed in putting the southern Democrats in places of power, and the attitude of the South toward New England is based on the traditions of more than a century.

ADVERTISER 3/23/30

DE VALERA AND CURLEY HAD NO SPAT, THEY SAY

Irish Leader Declares It an Excellent Example of "Propaganda"

Mayor Curley and Eamon De Valera, leader of the Fianna Fail party in Ireland, both denied last night that there was anything that should have been construed as unfriendly in their meeting and discussion at City Hall earlier in the day.

The mayor declared their talk was entirely amicable. Although it was something more than the conventional formalities of a mayor greeting a distinguished visitor, the mayor's interest in Ireland and the Irish people prompted his discussion of policies with the Irish leader.

What was referred to as "his lecture on political philosophy" to Mr. De Valera was, according to the Mayor, merely evidence of a friendly interest. The two shook hands at the close as good friends.

LAYS IT TO PROPAGANDA

Mr. De Valera said that the whole incident was a sample of what British propaganda led to. In an interview at the Copley Plaza he emphasized that there was no basis for a misconception on his attitude toward Mr. Curley or that of the Mayor towards him. He said, further, that Mr. Curley originally addressed his remarks not to him, anyway, but to a member of the committee with him.

De Valera, gaunt as ever, appearing somewhat worn, talking rapidly with conviction and sincerity, explained that this whole matter was but an incident illustrating the need for the newspaper of his dreams, which he intends to start in Ireland, and in the interest of which he has come to America.

MUST WIN WITH TRUTH

"There is not a single newspaper in Ireland," he said, "that teaches the Irish what their

rights are. The outside world, as well as the people in Ireland, have to rely for their news on papers colored with English propaganda and English outlook.

"My aim is to establish a paper that shall first of all report all the news without deceitful coloring. I include even news that might seem detrimental to the cause for which we are striving. For I think the truth is of the first importance. And, further, we have got to be able to win with the truth. We must not lose confidence, which we have, of the vast majority of the Irish people."

PEOPLE MUST RULE

He said that the aims of his party remain what they were. If they came into power, they would secure for the people a government of their choice, not one forced by threat of war, as the treaty with England was forced.

His party is opposed to the partition of Ireland as at present, with two governments to support, and duplication of expense all along the line. He pointed out that the two chief executives in a small impoverished country, get a combined salary larger than President Hoover's.

De Valera was militant in his opposition to what he termed the "test" required at present of every candidate for office—in other words, the oath of allegiance to the British crown. He intimated that this would be abolished if the Republican party came into power.

Asked as to his views on the Ford factory there, he said it was a good thing, in that it gave work to many. The ideal thing, however, would be to have the Irish capital invested in similar enterprises. The great weakness, for Ireland, in the Shannon River scheme was that all the profits went to England.

Mr. De Valera speaks tonight in Symphony Hall.

POST 3/23/30

OPEN DRIVE FOR BETTER BUILDINGS

Experts Discuss New Code of Laws to Cut Hazards

Mayor Curley's programme for the conservation of life and property from fire and other hazards through the adoption of a new code of building laws, not only for this city but for all New England, was launched yesterday with the assistance of eminent college professors, expert engineers, building and fire officials.

QUARTERS IN ANNEX

Quarters were opened at City Hall Annex, where the Mayor provided space as well as a \$10,000 appropriation for Building Commissioner Eugene C. Hultman who will supervise the recodification of the present building regulations, and co-operate with President Edward W. Roemer of the New England building officials conference.

President Roemer, who is supervisor of the construction in the city service, will be assisted by Secretary Frank W. Curley and other officials and members of the New England organization.

The Boston building department has affiliated itself with the New England group and instead of simply confining its work to a revision of the existing regulations here, will co-operate with officials throughout New England in compiling a uniform code, which it is expected will be adopted by every municipality in the six northeastern States. Regional committees, have been organized at Worcester, Providence and Hartford.

Experts to Give Services

Among the experts who have agreed to give their services to the work as members of the advisory committee are Professors Charles W. Killam and Lewis J. Johnson of Harvard; Professors H. W. Hayward, Walter C. Voss and Hale Sutherland of M. I. T.; Professor Henry B. Alvord of Northwestern University, J. R. Worcester, Clarence Blackall, Postmaster Charles R. Gow, Edward A. McLaughlin, Jr., Superintendent of School Construction Louis K. Rourke, Building Commissioner Eugene C. Hultman, Edward W. Roemer and Attorney Leo Schwartz of the city law department.

The general committee chairmen include Charles A. Whittemore, S. S. Eisenberg, James G. Rae, Dana Somes, Burtis Brown, Francis V. Bulfinch, Maurice A. Reidy, Myles N. Clair and Mark Linenthal.

sub-committee chairmen are A. C. Wood, Stanley W. Parker, C. A. Sawyer, Jr., Robert M. Blackall, C. H. Burr, Frank W. Brown, Arthur W. Wright, C. C. Chadwick, Wallace Wales, Charles W. Hull, John W. Knowles, George W. Jacobs, Carl Stuetzel, Jr., Joseph Cahill, Burtis Brown, Wilfred H. Smith, John R. Nichols, Albert E. West, B. A. Rich, William A. Bryant, Morris Brown, J. Theodore Whitney, Francis S. Wells, A. B. McMillen, Harry E. Sawtell, Austin B. Henderson, Franklin E. Leland, Joseph W. Parker, E. A. Varney, Edwin H. Oliver, Gorham Dana, E. F. Rockwood, Charles A. Whittemore, John S. Caldwell, Henry Clayton, W. J. Sinnott, Wallace Sales, C. A. Farrell, Luzerne S. Cowles, John G. Woods and Murray Weiss.

HERALD 3/23/30

MOVES TO CUT FIRE INS. RATE

Curley Appeals to Commissioners to Sponsor Legislation

UNDERWRITERS ASK PROTECTIVE DEVICES

Mayor Curley appealed yesterday to Commissioner of Public Safety Foote and State Insurance Commissioner Brown to sponsor legislation that will guarantee protection against fire in Boston and make possible a reduction in insurance rates which the Boston board of underwriters has tentatively promised.

Further reduction in fire losses is the first essential to the lowering of insurance rates and as the underwriters, in a letter to the mayor, stressed the need of laws which will make compulsory the installation of automatic sprinklers and other protective devices designed to stop a fire in its inception, their demand for new laws was passed on to the state officials.

It took two letters from the mayor to draw an answer from John H. Eddy, president of the underwriters, to the question of what the city must do to be entitled to reduced rates.

TWO SURE CONDITIONS

The delay in answering the first letter of March 5 irked the mayor with the result that he repeated the letter March 19 and asked for a reply, which was received yesterday.

President Eddy complimented the mayor for his activity in ordering changes in the codification of existing Boston building laws and continued:

"There are two sure conditions necessary to obtain lower levels of rates for insurance. First, a fire department second to none in morale and efficiency, and second, make building laws which are compulsory as to construction of buildings and the installation of automatic sprinklers and other protective devices which tend to stop a fire in its inception, thereby reducing losses to a minimum."

"During the past three years, due largely to the improved conditions in the fire department, the fire losses in Boston have been reduced quite materially over the records of the several preceding years, and although a three-year period is far too short a time to consider as an average for computing the loss record of any city, yet, on account of the improvement, we have, the past year voluntarily made rate reductions in many classes of risks which have continuously shown a favorable loss record to the insurance companies and we are at the present time considering several other classes with a view of possible reductions to a lower level of rates."

After noting that in the last year rates have been reduced on an average of 800 risks per month, Mr. Eddy went on:

"We welcome the installation of sprinkler equipments and other devices for protection by liberal reductions for the same, which not only affects the risk in which installation has been effected but also adjoining properties by a reduction in exposure charges."

Mayor Curley concluded that there is no particular action which Boston can take to comply with the wishes of the underwriters and he is hopeful that Commissioners Foote and Brown will perceive the wisdom of recommending legislation which will make all building laws compulsory and which will provide for the compulsory installation of sprinklers.

Schools Face \$595,000 Deficit, Asserts Business Manager Sullivan

The Boston school system will have a deficit of \$595,000 for 1930 in the general school expense account unless the legislative committee on municipal finance votes to allow the system an additional 32 cents on each \$1000 of assessed valuation of property in the city.

This was the statement of Alexander M. Sullivan, business manager of the school committee, in a brief just filed with the legislative committee on municipal finance which is considering the request of the school committee. One cent (equal to \$19,000 on the valuation) is asked for the school physicians and nurses, and one cent for the department of physical education, which hopes to open the swimming pool at Memorial high school in Roxbury.

That such a staggering deficit confronts the school committee was not known. The increase requested will take care of 1930 expenses and growth only and leaves no money for further expansion. The matter of teachers' salaries, which flared up when it was announced that raises would not be forthcoming this year, is left in abeyance until next year.

Members of the legislative committee which is headed by Senator Frank W. Osborne of Lynn, were given copies of Mr. Sullivan's preliminary estimates of expenses for the year 1930, which totalled \$15,422,188 for general purposes. With alterations and repairs and land and plans for new buildings, the sum expended on schools will be more than \$20,000,000.

Should the legislative committee report favorably on the school committee's request, there would be an increase of 32 cents to \$7.29 on each \$1000 of assessed valuation for general school purposes. As \$8.81 is assessed on each \$1000 for all school purposes, including operating expenses, altering and building, the whole tax for schools would be \$9.13, the highest in the history of the city.

The legislative committee asked the school committee to confer on the figures in an effort to reduce the deficit. Inasmuch as the school committee felt that it had reached rock bottom on all appropriations before going to the Legislature, it is questionable whether this can be done.

"PRACTICALLY BROKE"

Remaining unexpended in the general appropriation for 1929 is \$294,000, Mr. Sullivan said. With the 32-cent increase in property assessments, and this money, the school committee could run the system, continue the normal growth and reach the end of the year without a deficit, but practically "broke."

Next year, then, the school committee will be forced to go to the Legislature for more money for teachers' sal-

aries, and perhaps for operating expenses, it was intimated. Meanwhile, the school committee has another bill before the Legislature asking for authority to spend \$15,000,000 on a three-year building program. This bill has been held up while the finance commission of Boston investigates school expenditures.

At the hearing were Chairman Joseph J. Hurley of the school committee, Mr. Sullivan and Michael Downey, Patrick Campbell and John Brodhead, assistant superintendents of schools.

M. A. COOLIDGE OUT FOR SENATE

Fitchburg Democrat Will Run as Wet—Discusses Chances with Walsh

DENIES HE FAILED TO BACK GOV. SMITH

[From Herald Washington Bureau]

WASHINGTON, March 22 — Marcus A. Coolidge of Fitchburg, who arrived in Washington today homeward bound from Florida, will probably be a full-fledged candidate for the Democratic nomination for United States senator before the end of the coming week.

He practically admitted today, after he had lunched with Senator Walsh and had conferred with Democratic members of the congressional delegation, that he has made up his mind to run, but he thought it would be better politics to withhold his formal announcement until he reaches home.

CLAIM ON NOMINATION

He will remain in Washington over the week-end, but expects to be in Boston next Wednesday to talk with some of the Democrats who have been put forward as potential candidates for senator or Governor. He expressed willingness to sit down and talk with John F. Fitzgerald, Edward L. Logan, Andrew J. Peters, Thomas C. O'Brien and others, but he is confident that they will all concede that his services to the party in the last 15 years have given him a claim on the nomination.

"I firmly believe," said Mr. Coolidge, "that Boston should not have more than one of the major nominations and I say this impersonally. We fellows out in the country have been doing our

part for years to build up the Democratic party, but whenever our party prospects are good, as they are this year, the boys in Boston are inclined to crowd us aside. If Boston is going to have the candidate for Governor next fall, it is only fair that the senatorial nomination should go to some man outside Boston."

When Mr. Coolidge was reminded that the present Democratic senator comes from his own city, and that Boston might retort and say Fitchburg was asking too much, he smilingly explained:

"Oh, I think we can arrange that. Senator Walsh and I are such good friends that I know he'll be glad to change his voting residence from Fitchburg to Clinton if I ask him to do it."

Mr. Coolidge will run as a wet. He says he is thoroughly dissatisfied with the existing prohibition situation and will say so in his formal announcement. In this position he believes he represents the overwhelming sentiment of the people of Massachusetts, regardless of party.

"On other major questions," he said, "I think I could express it in the fewest words if I said I stand squarely with Senator Walsh. It is frankly acknowledged that during this long tariff debate he has made a magnificent fight for the interests of Massachusetts, and he has won the respect and the gratitude of hundreds of Massachusetts business men who have heretofore been aligned with the Republican party. These men now know that it is not necessary to elect a Republican senator to get results in Washington, and I am confident a great majority of them would testify that Senator Walsh has been far more valuable to them than any Republican could have been."

Mr. Coolidge was asked if he had heard the stories now being circulated that he was only lukewarm for Gov. Smith at New York in 1924, and voted for McAdoo on a number of ballots in the Madison Square convention.

"I am aware that such stories are being put out by men who would like to get me out of the way," he said, "but they do not disturb me. When I get home and trace these stories to their source I shall answer them. Any doubt as to where I stood on Gov. Smith's candidacy can be removed by any one who cares to consult Senator Walsh, Mayor Curley, Frank Donahue or any of the other leaders who carried Massachusetts for Smith in 1928."

Former Mayor John F. Fitzgerald, a candidate for the Democratic nomination for governor, was inclined to agree to some extent with Mr. Coolidge's opinion concerning the justice of giving more than one of the major nominations to Boston. He said:

I think his point of view is well taken, but a question like that can't be determined on geographical grounds. Boston has supplied the majority of candidates for governor and the Senate, and Senator Walsh has some of his best support in Boston.

This city hasn't been very successful, though, in electing its candidates for governor. There was Douglas from Brockton, Russell from Cambridge and Butler from Lowell. Foss was never regarded as a Democrat, but as an independent.

Mr. Coolidge had a fine standing in the Smith campaign. He was very active, and very liberal in contributing to the campaign fund. There are some mighty good names on the list for both nominations.

AMERICAN 3/22/30

CURLEY FLAYS POLICE

HUB IS SAFE FOR CRIME, ASSERTS MAYOR

**Wants Less Milkmen
on Force; Has Plan to
Curb Underworld**

Opening a war on crime and criminals in the Hub, Mayor Curley today took a fling at the Garrett case and declared that if he was in charge of the police there would be "more patrolmen and fewer milkmen."

The mayor intimated that the

criminal element understands that safety is to be had in Boston.

"There is something wrong with the police department in Boston," he told the City Federation of Women's Clubs at the Y. W. C. A. in Clarendon st. "That is apparent from the price that is being charged for milk right now.

"Since I was mayor last there has been an increase of 425 policemen, despite the fact that the traffic light signals have gone into use. Boston now has the largest police force per capita and per acre of any city in the entire world."

In view of the crime situation, Mayor Curley said, he has held a conference, within the last 10 days, with Dist. Atty. Foley, Police Commissioner Wilson and heads of other departments with a view toward steps to halt crime.

There will be another conference next month with the same men.

"The underworld element," he said, "is operating in Boston with a more than reasonable degree of safety, and I intend to move for a policy under which a person committing a capital crime in this city will be subject to bail of not less than \$25,000.

"Bail jumping has become too common a practice. There are some lawyers who, with a safe-blower as a client, bail him for \$5000, then tell him to go out and blow another safe and beat it.

"I should like to see an habitual criminal law under which three such crimes would give a man 25 years in prison. No more suspensions. No more placing on file.

"We must say to that crew who are being pushed out of Chicago by the citizens' movement there, and from New York by the Baumes law, that Boston is an unsafe place to come to.

"Why has the cost of the conduct and activities of the police department, since I left it, increased from \$4,000,000 to \$6,000,000?

"The situation, as it now stands, has caused a growing disrespect for all law. There has been an increase in the cost of the police department and in the cost of prosecution. There has been an increase in the cost of institutions where are incarcerated people who violate the law.

"There has been an increase in disrespect for law and there has been an increase in the desire among people to flaunt all law."